

COUNCIL
AGENDA

SEP 13, 1976

PROCEEDINGS
MONDAY, SEPTEMBER 13, 1976

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
1. <u>CITY COUNCIL MEETING</u>	9:30 A.M.	COUNCIL CHAMBERS
2. Recycling Committee	3:00 P.M.	Committee Room 'A' Chairman: Dr. J. Waller Coordinator: A. Grannum

Prepared by: Clerk's Department
Date: September 9, 1976
Time: 12:00 Noon

NOTE: If the above items are changed in any way, you will be advised prior to the commencement of the Meeting by the Chairman.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.


REVIEWED BY
CITY MANAGER

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: SEPTEMBER 13, 1976
TIME: 9:30 A.M.
PLACE: CITY COUNCIL CHAMBERS
1 City Centre Drive
Mississauga, Ontario

1. THE LORD'S PRAYER

2. MINUTES OF COUNCIL MEETINGS: August 9, 1976
August 18, 1976

3. PRESENTATIONS

- (a) FILE 83-76 - COUNCIL (MR. JOHN WOOD)

It is expected that Mr. John Wood and his coach Mr. Mac Hickox will be present at this meeting to receive recognition by Council for receiving a silver medal at the 1976 Olympic Games.

4. DEPUTATIONS

- (a) FILE BY-LAW NUMBER 470-76

Mr. Frank Bean will appear before Council on behalf of the Applewood Heights Homeowners' Association, objecting to By-law No. 470-76 with regard to rezoning and development of lands immediately north of Dundas Street and west of Tomken Road. (See attachment #I-1). To be received. Resolution available.

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4. DEPUTATIONS CONTINUED

- (b) FILE 25-76 - ZONING GENERAL
FILE 156-76 - SITE PLANS (NORNEL CONSTRUCTION LTD.)

Mr. P. Alter representing Nornel Construction Limited, will appear before Council requesting exemption from Council's decision designating the subject property (part of lots 12 and 13, Conc. 3, S.D.S., 348 Lakeshore Road East), as an Outmoded Commercial Zone. This matter was considered by General Committee at its meeting held July 14, 1976 and was referred to Staff for further comments and report. It is expected that a report from Mr. R. Edmunds, Commissioner of Planning, will be available at this meeting.

- (c) FILE T-75078 - SAFEWAY CONSTRUCTION COMPANY

Council at its meeting held June 30, 1976, adopted the following recommendation of General Committee, Item #948:

"That the sum of \$89,992.50 be accepted as the cash payment in lieu of the 5% land dedication in connection with application T-75078, Safeway Construction Company, comprising 40 residential lots, zoned R4 and seventeen reserve blocks A to Q inclusive."

Mr. J. Montague will appear before Council requesting approval to dedicate land in lieu of the cash payment with respect to the above.

- (d) FILE T-75507 - CREDIT VALLEY GOLF AND COUNTRY CLUB

Mr. J. Montague will appear before Council with regard to Item #1217 of General Committee dated September 8, 1976, with regard to the major road and watercourse improvement levies of \$2,000.00 per acre each.

5. PUBLIC QUESTION PERIOD

September 13, 1976

6. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-32
- (b) ITEMS REQUIRING DIRECTION - Nil

7. NOTICES OF MOTION

8. REPORTS FROM MUNICIPAL OFFICERS - Attachments R-1 to R-14

R-1 - FILE 68-76 - 1976 ASSESSMENT REVIEW COURT

Report dated August 23, 1976, from Mr. T. L. Julian, City Clerk, with regard to the results of the 1976 Assessment Review Court Appeals. To be received.

R-2 - FILE 17-76 - RECREATION (DAVID A. RAMSEY SWIMMING POOL)

Report dated August 19, 1976, from Mr. W. G. Love, addressed to Councillor Culham, with respect to the commemorative plaque at the David A. Ramsey Swimming Pool. To be received. Resolution Available.

R-3 - FILE 21-76 - TENDERS (SUPPLY OF SODIUM CHLORIDE)

Report dated August 13, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, recommending that the contract for the supply of Sodium Chloride be awarded to The Canadian Salt Company, the lowest bidder, at the tendered price of \$259,328.00. To be received. By-law Available.

R-4 - FILE 21-76 - TENDERS (JANITORIAL SERVICES FOR MAVIS ROAD WORKS BUILDING)

Report dated August 13, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, recommending that the contract for Janitorial Services for the Mavis Road Works Building, be awarded to Kleen-Rite Building Maintenance Co. Ltd., the lowest bidder, at the tendered price of \$10,200.00. To be received. By-law Available.

September 13, 1976

8. REPORTS FROM MUNICIPAL OFFICERS CONTINUED

R-5 - FILE 21-76 - TENDERS (SAND STOCKPILING CONTRACT)

Report dated August 13, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, recommending that the contract for Sand Stockpiling, be awarded to Ambro Materials & Construction Ltd., the lowest bidder, at the tendered price of \$31,800.00. To be received. By-law Available.

R-6 - FILE 21-76 - TENDERS (BUS SHELTERS)

Report dated August 19, 1976, from Mr. E. Dowling, Transit Manager, recommending that the tender for the supply and installation of 21 bus shelters be awarded to Ancaster Aluminum Products, the lowest bidder, at the tendered price of \$16,563.00. To be received. By-law Available.

R-7 - FILE 21-76 - TENDERS (CONSTRUCTION OF RENA ROAD CULVERT AND ROADWAY APPROACHES)

Report dated September 2, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, recommending that the contract for the construction of Rena Road Culvert and Roadway Approaches, be awarded to Bramall Construction Limited, the lowest bidder, at the tendered price of \$103,885.50. To be received. By-law Available.

R-8 - FILE 21-76 - TENDERS (PUMPER)

Report dated September 3, 1976, from Purchasing and Supply Department, recommending the award for tender TF-5-1976, for the purchase of one (1) 840 I.G.P.M. Pumper complete with squart unit. To be received. Resolution Available.

R-9 - FILE 86-76 - TRAFFIC BY-LAW

Report dated August 26, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, attaching a draft by-law amendment to the Consolidated Traffic By-law No. 234-75. To be received. By-law Available.

September 13, 1976

8. REPORTS FROM MUNICIPAL OFFICERS CONTINUED

R-10 - FILE REGISTERED PLAN 918 - GLEN ERIN - PHASE III

Report dated September 1, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, regarding the assumption of works and return of securities. To be received. Resolution available.

R-11 - FILE P3-75 - TOMKEN ROAD
FILE 21-76 - TENDERS

Report dated September 8, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, recommending that the tender for the contract for the reconstruction of Tomken Road be awarded to Dufferin Construction Limited, the lowest bidder, at the tendered price of \$804,963.71. To be received. By-law Available.

R-12 - FILE 21-76 - TENDERS (STORM SEWER OUTFALL IMPROVEMENTS ON ELMWOOD AVENUE)

Report dated September 8, 1976, from Mr. W. Taylor, Commissioner of Engineering, Works and Building, recommending that the tender for the contract for the Storm Sewer Outfall Improvements on Elmwood Avenue be awarded to Vallas Construction Limited, the lowest bidder, at the tendered price of \$5,482.50. To be received. By-law Available.

R-13 - FILE 21-76 - TENDERS (SUPPLY & DELIVERY OF 20 URBAN TRANSIT VEHICLES)

Report dated August 31, 1976, from Mr. E. Dowling, Transit Manager, recommending the award for tender T-MT-4-1976, for the supply and delivery of 20 Urban Transit Vehicles. To be received. Resolution Available.

R-14 - FILE 116-76 - LIMITED DIVIDEND HOUSING
FILE 120-76 - DEVELOPMENT POLICY

Report dated September 3, 1976, from Mr. C. Fleming, enclosing a letter dated August 6, 1976, from the Ministry of Housing and a letter of reply dated September 3, 1976, with regard to the Municipal Land Development Program for 1977. To be received. Resolution Available.

September 13, 1976

9. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER
REPORTS FROM COMMITTEES

Verbal motion

10. COMMITTEE REPORTS

(a) GENERAL COMMITTEE REPORT - September 8, 1976

11. COMMITTEE TO RISE

Verbal motion

12. PETITIONS - Attachments P-1 and P-2

P-1 - FILE 49-76 - PETITIONS
FILE 9-76A - TAXICAB COMMITTEE

Petition (undated) from four Taxicab Companies objecting to the rate increase put forward by the Mississauga Taxi Authority. To be received and referred to the Taxicab Committee.

P-2 - FILE 49-76 - PETITIONS
FILE 9-76A - TAXICAB COMMITTEE

Petition (undated) signed by approximately 83 taxicab drivers objecting to the rate increase put forward by the Mississauga Taxi Authority. To be received and referred to the Taxicab Committee.

September 13, 1976

13. UNFINISHED BUSINESS - Attachment UB-3

UB-1 - FILE 40-76 - PERSONNEL (CLERK'S DEPARTMENT)

At the August 18th, 1976, meeting of Council, the following recommendation was referred to this meeting for consideration:

"That the position of Assistant to the Development Co-ordinator, Grade 6, be authorized for the City Clerk's Department and the City Clerk be authorized to fill this position immediately."

UB-2 - FILE 40-76 - PERSONNEL
FILE 41-76 - FIREFIGHTERS' AGREEMENTS

At the August 18th, 1976, meeting of Council, the following recommendation was referred to this meeting for consideration:

"That with respect to the Case of Hadley vs. Mississauga heard before the Human Rights Commission and resolved in favour of Mr. Hadley, that the solicitor-client fees incurred by Mr. Hadley be paid by the City; and further, that these fees be subject to taxation and that the City be represented at the taxation hearing."

UB-3 - FILE 22-76 - MINISTRY OF TRANSPORTATION & COMMUNICATIONS
FILE 151-76 - PARKWAY BELT

At the August 18th, 1976, meeting of Council, the following recommendation was referred to this meeting for consideration:

"That the information concerning Highway 403 contained in the Commissioner of Planning's memorandum dated August 9, 1976, be received and given further consideration when the staff report on possible alignments for Highway 403 is presented to General Committee of Council in September, 1976."

Attached hereto is a further report dated September 9, 1976, from the City Manager, Mr. I. F. Markson.
To be received. Direction Required.

September 13, 1976

13. UNFINISHED BUSINESS

UB-4 - FILE T-76013 - MAGIC MEADOWS LIMITED

Council at its meeting held August 9, 1976, considered a memorandum from Mr. T. L. Julian, together with a memorandum from Councillor Culham, with regard to a proposed agreement between Magic Meadows Limited and the City. On August 18th, 1976, Council considered a further letter dated August 6, 1976, from Urban Equities Limited which was referred to the City Solicitor, the City Engineer and the Commissioner of Planning for their comments. It is expected that a report will be available from Mr. B. Clark, City Solicitor, at this meeting.

14. BY-LAWS

Verbal motion for required number of readings.

- #487-76 - A By-law to accept an Offer to Sell. (This is an Offer from Theodore Dziuryn and Paula Dziuryn for a strip of land shown as Parts 16 and 18, Plan 43R-3877 for Tomken Road Widening. This is as approved by Council on August 18, 1976.)

THREE READINGS REQUIRED

- #488-76 - A By-law to accept an Offer to Sell. (This is an Offer from Myron Dziuryn and Olga Dziuryn for a strip of land shown as Part 17, Plan 43R-3877 for Tomken Road Widening. This is as approved by Council on August 18, 1976.)

THREE READINGS REQUIRED

- #489-76 - A By-law to accept an Offer to Sell. (This is an Offer from Luella Nicholson for a strip of land shown as Part 6, Plan 43R-3877 for Tomken Road Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #490-76 - A By-law to accept an Offer to Sell. (This is an Offer from Veroli Construction Limited for a strip of land shown as Part 13, Plan 43R-3877 for Tomken Road Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

- #491-76 - A By-law to accept an Offer to Sell. (This is an Offer from Alpaca Construction Incorporated for a strip of land shown as Part 14, Plan 43R-3877 for Tomken Road Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

- #492-76 - A By-law to accept an Offer to Sell. (This is an Offer from Clifford Jennison and Leonard Bayles for a strip of land shown as Part 5, Plan 43R-3850 for Tomken Road Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

- #493-76 - A By-law to accept an Offer to Sell. (This is an Offer from Lawrence Ellis and Irene Ellis for a strip of land shown as Part 8, Plan 43R-2268 for Eglinton Avenue East Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

- #494-76 - A By-law to accept an Offer to Sell. (This is an Offer from James Hurley and Bernice Hurley for a strip of land shown as Part 9, Plan 43R-2268 for Eglinton Avenue East Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

- #495-76 - A By-law to accept an Offer to Sell. (This is an Offer from Frank and Lois Mammoliti and Victor and Tita De Bartolo for a strip of land shown as Part 1, Plan 43R-2268 for Eglinton Avenue East Widening. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #496-76 - A By-law to change the name of a public highway in the City of Mississauga. (Portion of Main Street being renamed Randi Road.)

TWO READINGS REQUIRED

- #497-76 - A By-law to change the name of a public highway in the City of Mississauga. (Portion of Conti Drive being renamed Sigsbee Drive.)

TWO READINGS REQUIRED

- #498-76 - A By-law to change the name of a public highway in the City of Mississauga. (Portion of Bonhill Road being renamed Atlantic Drive.)

TWO READINGS REQUIRED

- #499-76 - A By-law to authorize execution of a Contract for Municipal Purposes. (Contract for the supply of Sodium Chloride - The Canadian Salt Company - P.N. 76-026.)

THREE READINGS REQUIRED

- #500-76 - A By-law to authorize execution of a Contract for Municipal Purposes. (Contract for Janitorial Services for the Mavis Road Works Building Maintenance Co. Ltd. - P.N. 76-037.)

THREE READINGS REQUIRED

- #501-76 - A By-law to authorize execution of a Contract for Municipal Purposes. (Contract for Sand Stockpiling - Armbro Materials and Construction Ltd. - P.N. 76-010.)

THREE READINGS REQUIRED

- #502-76 - A By-law to authorize execution of a Contract for Municipal Purposes. (Contract for supply and installation of 21 bus shelters - Ancaster Aluminium Products - T-MT-3-1976.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #503-76 - A By-law to authorize execution of a contract for the construction of Rena Road Culvert and Roadway Approaches. (Bramall Construction Limited - P.N. 75-154.)

THREE READINGS REQUIRED

- #504-76 - A By-law to execute an Agreement. (Contract between the Corporation of the City of Mississauga and Ellis-Don Limited for the construction of Transit Maintenance Facilities on Gillian Street.)

THREE READINGS REQUIRED

- #505-76 - A By-law to authorize execution of an Agreement.
(This is a by-law between the Corporation of the City of Mississauga and Markborough Properties Limited for the construction of certain outside playing facilities in the City. This is as approved by Council on August 18, 1976.)

THREE READINGS REQUIRED

- #506-76 - A By-law to establish certain lands as part of the municipal highway system. (This by-law lifts two one foot reserves on R.P. 336 and establishes same as parts of Springhill Drive and Aldo Drive to provide legal access to extensions by R.P. 543 & 623.)

THREE READINGS REQUIRED

- #507-76 - A By-law to establish certain lands as part of the municipal highway system. (This by-law lifts part of the one foot reserve (Block C) Plan M-62 and establishes same as part of Queen Victoria Avenue pursuant to a Land Division Committee decision.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #508-76 - A By-law to establish certain lands as part of the municipal highway system. (This By-law establishes the lands shown as Part of Lot 26, Conc. 2, S.D.S., as part of Glen Road.)

THREE READINGS REQUIRED

- #509-76 - A By-law to establish certain lands as part of the municipal highway system. (This By-law establishes the lands shown as Parts 1 and 2, R.P. F-14, as part of Dundas Street West.)

THREE READINGS REQUIRED

- #510-76 - A By-law to establish certain lands as part of the municipal highway system. (This by-law establishes the lands shown as Part Lot 11, Conc. 1, S.D.S., as part of Mississauga Valley Blvd.)

THREE READINGS REQUIRED

- #511-76 - A By-law to authorize the execution of an Agreement of Purchase and Sale. (This is an agreement between the City and the Peel Board of Education for a strip of land shown as Part 39, Plan 43R-3261 for Church Street Widening.)

THREE READINGS REQUIRED

- #512-76 - A By-law to authorize the execution of an Agreement of Purchase and Sale. (This is an agreement between the City and the Peel Board of Education for a strip of land shown as Part 40, Plan 43R-3261 for Church Street Widening.)

THREE READINGS REQUIRED

- #513-76 - A By-law to provide for the addition of penalty and interest charges to unpaid taxes. (This by-law provides for the addition of penalty and interest charges to unpaid and overdue taxes at the rate of 12% per annum effective January 1, 1977. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #514-76 - A By-law to remove certain lands from part-lot control. (This By-law removes semi-detached zoned property on Lots 33-40 inclusive, 50-60 inclusive and Block C, Plan M-136 from part-lot control. Lands located south of Dundas Street West at Paisley Blvd. West and Cashmere Avenue.)

THREE READINGS REQUIRED

- #515-76 - A By-law to stop up part of an allowance for road in the City of Mississauga. (This by-law stops up a one foot strip of Haines Road adjacent to the proposed south-easterly limit of The Queensway East. No objections have been received to this by-law).

THREE READINGS REQUIRED

- #516-76 - A By-law to authorize the execution of an Engineering Agreement for road widening purposes between Gulf Oil Canada Limited and the Corporation of the City of Mississauga. (Lands located on Southdown Road at Gulf Oil Refinery.)

THREE READINGS REQUIRED

- #517-76 - A By-law to authorize the execution of an Engineering Agreement between Hilite Holdings Limited and the Corporation of the City of Mississauga. (OZ/1/74 - Lands bounded by Silverado Drive, Mississauga Valley Blvd., and Bloor Street East.)

THREE READINGS REQUIRED

- #518-76 - A By-law to authorize the execution of a Housekeeping Agreement between Panagos Investments Limited and the Corporation of the City of Mississauga.

(File OZ/50/75, lands located south of Dundas Street East, west of Cliff Road.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #519-76 - A By-law to execute a Grant of Easement. (This is a Grant of Easement between the Corporation of the City of Mississauga and Arnold Weinburg in connection with the 33' right-of-way presently known as Hazelhurst Road.)

THREE READINGS REQUIRED

- #520-76 - A By-law to execute a Grant of Easement. (This is a Grant of Easement from Medcalf and Crowe covering storm sewer easements over Part 23, Plan 43R-3627, in connection with the Cawthra Creek Diversion. This is as recommended by General Committee Item #611, adopted by Council on April 28, 1976.)

THREE READINGS REQUIRED

- #521-76 - A By-law to amend By-law No. 5500 as amended. (Norclair Investments Limited, OZ/28/75 and T-76009 - Lands located north of Britannia Road West, east of Glen Erin Drive.)

THREE READINGS REQUIRED

- #522-76 - A By-law to amend By-law No. 5500 as amended. (Phi International, OZ/84/74 and T-75506 - Lands located south of Dundas Street, east of Glengarry Road.)

THREE READINGS REQUIRED

- #523-76 - A By-law to amend By-law No. 5500 as amended. (Mucada Investments, OZ/4/76 Lands located north of Cuptalburn Avenue, west of Stillmeadow Road.)

THREE READINGS REQUIRED

- #524-76 - A By-law to amend By-law No. 5500 as amended. (Markborough Properties Limited, OZ/63/73 and T-75267 - Lands located south of Century Avenue, west of Argentinia Road.)

THREE READINGS REQUIRED

September 13, 1976

14. BY-LAWS CONTINUED

- #525-76 - A By-law to amend By-law No. 234-75 as amended.
(Traffic By-law - See attachment R-9.)

THREE READINGS REQUIRED

- #526-76 - A By-law to amend By-law No. 234-75 as amended.
(This by-law designates 1840 and 1850 Bloor Street
East as Fire Routes. This is as approved by
Council on August 18, 1976.)

THREE READINGS REQUIRED

- #527-76 - A By-law to amend By-law No. 49-76. (This by-
law changes the membership of the Local
Architectural Conservation Advisory Committee
to not fewer than five and not more than twelve
members appointed by Council. This is as approved
by Council on August 18, 1976.)

THREE READINGS REQUIRED

- #528-76 - A By-law to repeal By-law No. 71-65 of the former
Town of Streetsville. (This by-law designates
a portion of Queen Street at Maiden Lane in the
former Town of Streetsville as a pedestrian cross-
over.)

THREE READINGS REQUIRED

- #529-76 - A By-law to amend By-law No. 5500 as amended.
(West Beach Investments Limited, 02/7/75 and
T-74109 - Lands located south of Lakeshore Road
West, at Bexhill Road.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #530-76 - A By-law to authorize execution of a contract for Storm Sewer Outfall Improvements on Elmwood Avenue. (Vallas Construction Limited - P.N. 74-127A.)

THREE READINGS REQUIRED

- #531-76 - A By-law to authorize execution of a contract for the reconstruction of Tomken Road. (Dufferin Construction Limited.)

THREE READINGS REQUIRED

- #532-76 - A By-law to authorize execution of an Agreement between the Peel Board of Education and the Corporation of the City of Mississauga. (This is an agreement regarding the joint use of certain swimming pools owned by the City and situated at Cawthra Park Secondary School, Clarkson Secondary School, Glenforest Secondary School and Westwood Secondary School. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

- #533-76 - A By-law to execute an Agreement. (This is an agreement between the Corporation of the City of Mississauga and the Trustees of the Sheridan Congregation of the United Church of Canada permitting parking of vehicles on the north side of Truscott Drive being composed of those parts of Lots 33 and 34, Conc. 2, S.D.S. This is as recommended by General Committee on September 8, 1976.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #534-76 - A By-law to authorize execution of an Agreement between Peter G. McCormick and the Corporation of the City of Mississauga. (This is an agreement with respect to the expropriation of lands at 1154 Cawthra Road for the Cawthra Creek Diversion.)

THREE READINGS REQUIRED

- #535-76 - A By-law to authorize execution of a Working Easement Agreement between Shields-Snow Limited and the Corporation of the City of Mississauga with respect to the property at 1162 Cawthra Road for the Cawthra Creek Diversion.)

THREE READINGS REQUIRED

- #536-76 - A By-law to authorize execution of an Agreement between St. Luke's-on-the-Hill United Church of Canada and the Corporation of the City of Mississauga with respect to the use of the driveway and parking lot for the outdoor swimming pool in Applewood Heights Park.)

THREE READINGS REQUIRED

15. MOTIONS

- (a) To adopt General Committee Report dated September 8, 1976.
- (b) Motion re commemorative plaque at the David A. Ramsey Swimming Pool. (D. Culham)
- (c) To permit Kinsmen Club of Streetsville to hold turkey shoot October 2, 1976, on the island of Streetsville Park.
- (d) Motion re Mississauga Road.
- (e) To advise the Ontario Municipal Board that By-law 485-76 is in conformity with the Official Plan.
- (f) To advise the Ontario Municipal Board that By-law 470-76 is in conformity with the Official Plan.
- (g) To advise the Ontario Municipal Board that By-law 471-76 is in conformity with the Official Plan.

15. MOTIONS CONTINUED

- (h) To advise the Ontario Municipal Board that By-law 484-76 is in conformity with the Official Plan.
- (i) To make application to the Ontario Municipal Board for approval of City of Mississauga Restricted Area By-law No. 470-76.
- (j) To make application to the Ontario Municipal Board for approval of City of Mississauga Restricted Area By-law No. 448-76.
- (k) To make application to the Ontario Municipal Board for approval of City of Mississauga Restricted Area By-law No. 457-76.
- (l) To award tender TF-5-1976 for the Purchase of one (1) 840 I.G.P.M. Pumper.
- (m) Motion to assume works and release securities with respect to the Glen Erin Subdivision Phase III.
- (n) To endorse the nomination of Mr. W. Taylor to the Board of Directors of the Association of Municipalities of Ontario. (H. McCallion)
- (o) Motion re approval of documents for proposed condominium on Bromsgrove Road.
- (p) To award tender T-MT-4-1976 for the supply and delivery of 20 Urban Transit Vehicles.
- (q) Motion re Municipal Land Development Program for 1977.
- (r) Motion re resolutions listed on Council Agenda.
- (s) Motion re Rattray Park Estates.

16. NEW BUSINESS

17. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

18. ADJOURNMENT

Verbal motion



**applewood heights homeowners' association
mississauga, ontario.**

August 26, 1976

Mr. T. L. Julian,
Clerk, City of Mississauga,
City Centre Drive,
MISSISSAUGA, Ontario.

Re: By-law 470-76

Dear Mr. Julian:

We wish to make formal objection to By-law 470-76 which relates to re-zoning and development of the lands immediately north of Dundas Street and west of Tomken Road,

Our objections pertain particularly to the traffic flow problem and the lack of traffic signals at the intersection of Dundas and Tomken.

Recent legislation approved the installing of three-way stop signs at various intersections on Constitution Blvd., to attempt to cope with the great influx of non-resident traffic.

The proposed developments west of Tomken Road is going to further aggravate this problem and now involve other adjoining streets such as Homeric Drive as the traffic finds the path of least resistance in its flow south and east.

Please place this item on the agenda for the Council meeting of September 13th and we will make deputations at that time.

Yours very truly,

Frank Bean,
President.

FB:bm

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE
(SEE ITEM 4(a))



**applewood heights homeowners' association
mississauga, ontario.**

September 13, 1976

Mayor and Members of Council,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Re: By-law 470-76

Gentlemen:

We know that you have a heavy agenda and I will attempt to be brief.

On August 26, 1976 we filed a formal notice of objection to By-law 470-76 which was passed on August 18, 1976.

Our particular objection relates to the traffic flow problem in Applewood Heights and our contention that traffic signals are needed at the intersection of Dundas Street and Tomken Road.

We understand that the new developments of Cedar Heights and Pitfield will add 35 detached dwellings, 50 semi-detached dwellings, approximately 50 townhouses and 139 apartments all within 100 yards of this intersection. In addition the 6th building in the San Tropez complex will likely be completed by that time and we are faced with all of the traffic generated by these new developments in addition to the present traffic.

A recent survey by the Engineering Department shows that the traffic presently using this intersection doesn't meet warrants which just adds fuel to our argument that the traffic that should be using Tomken Road is finding an easier route to go south and east. There is no doubt in anyone's mind that should the traffic signals be installed the traffic attracted would be sufficient to meet warrants requirements. When the new developments are completed the problem will be catastrophic if the new signals are not already in and operating.

cont'd...

I-16

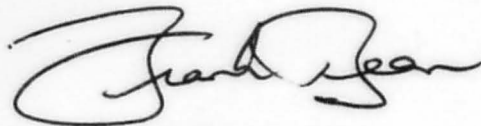
Mayor and Members of Council

September 13, 1976
Page 2

I am told that the City has up to six months to apply to M. T. C. for subsidy even after installation, so in view of the lead time required between approval and installation we would urge Council to treat this intersection as a priority item and give approval now.

If this were done we would be receptive to withdrawing our objection to the By-Law.

Thank you,

A handwritten signature in cursive script, appearing to read "Frank Bean".

Frank Bean,
President.

FB:bm



THE ASSOCIATION OF KINSMEN CLUBS
L'ASSOCIATION DES CLUBS KINSMEN

1-2

August 30, 1976

City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Attn: Bylaws Department

Gentlemen:

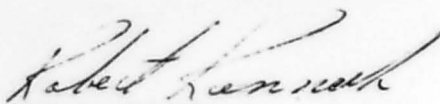
I am writing this letter on behalf of the Kinsmen Club of Streetsville Incorporated.

We are requesting permission to hold our forth annual Turkey Shoot, on the Island of Streetsville Park. The date of the shoot will be October 2nd, 1976.

A copy of this letter will be forwarded to the Peel Regional Police Department.

Your cooperation will be greatly appreciated.

Yours truly,



Robert Kennah
Turkey Shoot Chairman.

RK/kk

P.S.: Please send Permit to Mr. R. Kennah
2646 Sherhill Drive
Mississauga, Ontario

BUILDING, ZONING & LICENSE DEPT.		
DATE REC'D: SEP 2 1976		
BUILDING DEPT FILE:		
Route To:	Rec'd By	Date
M.C.B.	C.C.M.	SEP 2/76
Public Dept.	4 L.B.	SEP 2/76

✓ TO BE RECEIVED. RESOLUTION
AVAILABLE.



City of Mississauga

MEMORANDUM

1-2(a)

To L.M. McGillivray

Dept. Deputy Clerk

From M.C. Brown, Supervisor

Dept. By-law Enforcement and Licensing

RECEIVED
REGISTRY NO. <u>8562</u>
DATE <u>SEP 2 1976</u>
FILE NO. <u>7-76</u>
CLERK'S DEPARTMENT

September 2, 1976.

Dear Sir:

Re: Fourth Annual Turkey Shoot
Kinsmen Club of Streetsville

Enclosed, please find a letter of request from the Kinsmen Club of Streetsville seeking permission to hold the Annual Turkey Shoot. This matter should be dealt with by City Council as no permits are available or issued by this department for an activity of this kind.

This department has no objections to the above organization holding their turkey shoot.

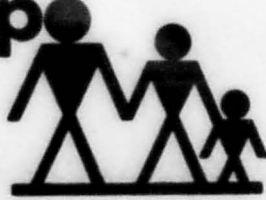
Forwarded for your attention.

Yours truly,

Matthew C. Brown,
Supervisor, By-law Enforcement and Licensing
Engineering, Works and Building Department.

MCB/bb
Encl.

tempo



I-3

July 1976.

The Mayor and Councillors,
City of Mississauga,
City Centre Drive,
Mississauga,
Ontario.

RECEIVED	
REGISTRY NO	8010
DATE	AUG 18 1976
FILE NO.	17-26
CLERK'S DEPARTMENT	

Dear Citizens,

On behalf of the Erin Mills Arts and Crafts Festival Committee

I would like to express our sincere thanks for the help and support of all the various city departments in making this Festival such a success for all the participants.

Yours sincerely,

Diane Fagge

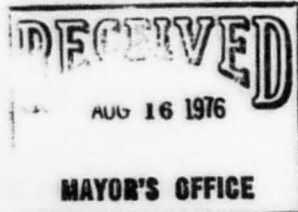
Diane Fagge (Mrs),
Vice President
Arts & Craft Festival Committee.

TO BE RECEIVED.

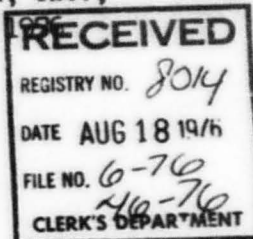
446	17-26
PARKS DEPARTMENT	

the erin mills peoples organization

Mayor Martin Dobkin, M.D.
City of Mississauga,
City Centre Drive,
Mississauga, Ontario.



1333 Erinmore Drive,
Mississauga, Ont.,
August 14, 1976



Dear Mayor Dobkin,

I am deeply concerned over the increasing number of dangerous situations being created by cyclists and riders of minibikes.

Children, teenagers, and a few adults are riding bicycles in a variety of directions - with the traffic, against the traffic, across the traffic, on sidewalks, and with no signals. Not one in fifty obeys stop signs or other traffic regulations, and most ride after dark without any lights.

Last week I saw a mother and her teenage daughter ride their bicycles across highway 10 against moving traffic, near the north service road lights. Fortunately, neither one was injured, but one car skidded to a stop within 6 inches of the mother's bicycle - she treated it as a joke and laughed at the driver. Two nights later about 9.30 p.m., I had stopped my car for a stop sign on McBride Ave. The intersection was clear and I started across, when a woman in dark clothing on an unlighted bicycle rode across in front of my car. When I spoke to her, I was informed she had as much right on the road as anyone else! This was the closest I have come to running someone down with my car, and it upset me considerably.

Two hundred yards from my home, two minibikes are located on Kelowna Court. They are usually ridden by 8-10 year olds, and occasionally by a teenager. I have seen them ridden on the sidewalks, on the boulevard strips, but usually up and down the road. Frequently the younger ones ride two on a machine, and often without crash helmets. They buzz out of Kelowna Court at a fair speed into the traffic on Erinmore, and have been narrowly missed by cars on more than one occasion. I have spoken to the younger ones two or three times and have been told the police don't bother them, so why should I? Apart from the unsafe acts, they are now an annoyance on the street. I am not opposed to minibikes and snowmobiles as recreational vehicles,

I-4(a)

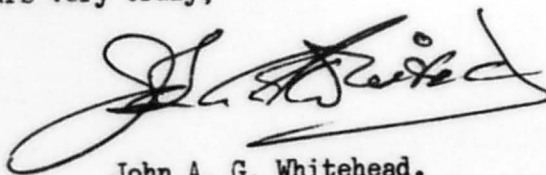
provided they are operated in appropriate places, and away from residential areas. Since school finished minibikes have been seen and heard as early as 7.30 on Sunday mornings and occasionally after 11p.m. I have called the Youth Bureau a few times, but they are apparently too busy with more urgent matters, to bother with traffic infractions of this type. Britain has similar laws to Ontario re bicycles, but there they are enforced.

If our existing police are too busy for these matters, perhaps we should add a few more officers with the emphasis on traffic including bicycle safety. Alternately, perhaps some citizens could be appointed as "honorary" traffic officers to handle such items. Maybe we should even consider a bicycle riders license to be issued after a suitable test. When my two daughters were about three years old, they were both struck by bicycles ridden by teenagers on the sidewalk - on two separate occasions, and both were injured. One day these offending cyclists will drive cars in the same irresponsible way they ride bicycles unless they are corrected.

Safety professionals all over the world agree that if unsafe acts are repeated and go unchecked, eventually someone will be killed or seriously injured. I am involved with training and safety in my work, and I am very concerned with what I see happening in our area. Can we get some positive action on this matter, before someone gets killed?

I would be pleased to discuss this with you further, if you wish.

Yours very truly,



John A. G. Whitehead.

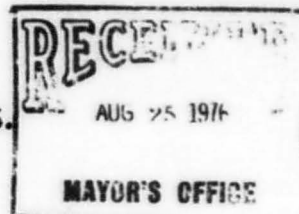
TO BE RECEIVED. COPY HAS BEEN
✓ SENT TO THE PEEL REGIONAL
POLICE AND TRAFFIC SAFETY
COUNCIL



The District of Halton & Mississauga
Ambulance Service Ltd.

PHONE 844-3250
88 GEORGE STREET
OAKVILLE, ONT. L6J 3B7

August 20, 1976.



His Worship,
Mayor M. Dobkin,
1 City Centre Drive,
Mississauga, Ont.

Sir:

Enclosed please find "Ambulance Call Statistics Summary" for the months of May, June and July 1976.

This form has been completely revised and shows the calls as dispatched. These reports now include Lee's Ambulance of Streetsville, giving you the total statistics for Mississauga. From now on they will be sent to you every month.

Trusting you will find this information sufficient for your requirements.

Yours very truly,

Don Miller

Don Miller



TO BE RECEIVED.

I-5a

DISTRICT OF HALTON AND MISSISSAUGA AMBULANCE SERVICE LTD.

AMBULANCE CALL STATISTICS SUMMARY

..... Mississauga Division for month of May 1976

Transfer Calls	Code 1 & 2	195.....
Prompt Calls	Code 3	148.....
Urgent Calls	Code 4	257.....
Stand-by	Code 8	53.....
	Code 5 & 6	0.....
Total Calls		653.....

Patients Carried

Time Demand	Percentage of Calls per shift
00:00 to 08:00	13%.....
08:00 to 16:00	53%.....
16:00 to 00:00	34%.....

I-5b

DISTRICT OF HALTON AND MISSISSAUGA AMBULANCE SERVICE LTD.

AMBULANCE CALL STATISTICS SUMMARY

..... Mississauga Division for month of June 1976

Transfer Calls	Code 1 & 2	194.....
Prompt Calls	Code 3	143.....
Urgent Calls	Code 4	277.....
Stand-by	Code 8	26.....
	Code 5 & 6	0.....
Total Calls		645.....

Patients Carried

Time Demand	Percentage of Calls per shift
00:00 to 08:00	12%.....
08:00 to 16:00	50%.....
16:00 to 00:00	38%.....

I-5c

DISTRICT OF HALTON AND MISSISSAUGA AMBULANCE SERVICE LTD.

AMBULANCE CALL STATISTICS SUMMARY

..... Mississauga Division for month of July 1976

Transfer Calls	Code 1 & 2	 165
Prompt Calls	Code 3	 140
Urgent Calls	Code 4	 288
Stand-by	Code 8	 39
	Code 5 & 6	 0
Total Calls		 632

Patients Carried

Time Demand	Percentage of Calls per shift
00:00 to 08:00	 13%
08:00 to 16:00	 50%
16:00 to 00:00	 37%

R. E. WINTER & ASSOCIATES LTD. • consulting engineers

77 CITY CENTRE DRIVE • MISSISSAUGA, ONTARIO L5B 1M5 • PHONE (416) 270-0110
1106 DUKE TOWER, SCOTIA SQUARE • HALIFAX, NOVA SCOTIA B3J 3J1 • (902) 429-7910
TELEX (WAMAL) 08-781103

Eng. & Works - File
502
PHONE (416) 270-0110
TELEX (WAMAL) 08-781103
HALIFAX B3J 3J1 (902) 429-7910

August 6, 1976

City of Mississauga
One City Centre Drive
Mississauga, Ontario

RE: FINERY INVESTMENTS LIMITED

T - 23134

16 111 72112

OUR FILE NO. 5329x2

RECEIVED
REGISTRY NO. 8425
DATE AUG 30 1976
FILE NO. 72334
CLERK'S DEPARTMENT

ATTENTION: Mr. T. L. Julian
City Clerk

Dear Sir:

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc, and the cost incurred by the City in so doing shall be a charge to the Owner.
3. To submit a cash deposit as required by the Engineering Agreement (5% for a maximum of \$10,000.00).
4. To indemnify the City, its employees, servants and agents (and the Hydro Commission and Regional Municipality of Peel), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the pre-servicing, and the owner undertaking the construction of the work within the proposed subdivision.
5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the Town to be a charge upon the owner.

TO BE RECEIVED.

....cont'd.....



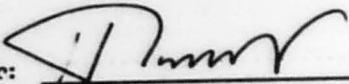
MEMBER OF ASSOCIATION
OF CONSULTING ENGINEERS
OF CANADA

I-6a

R. E. WINTER & ASSOCIATES LTD.

6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the City Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours very truly,

Per: 

Mr. S. Hofstedter
Finery Investments Limited

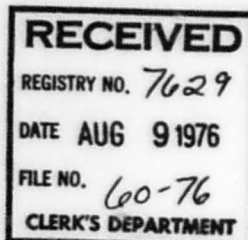


the metropolitan toronto and region conservation authority

5 shoreham drive • downsvew ontario m3n 1s4 (416) 661-6600

4th August, 1976.

Mr. T.L. Julian,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario,
L5B 1M2.



Dear Sir:

The Executive Committee of The Metropolitan Toronto and Region Conservation Authority, at its Meeting #18/75, received Report #1/75 of the Humber Valley Advisory Board. In this connection, Resolution #345/75 was adopted. This resolution reads, in part, that:

"WHEREAS this Authority and The Province of Ontario have gone on record stressing the importance of the interlobate moraine in our valley systems; and

WHEREAS there is concern within The Metropolitan Toronto and Region Conservation Authority jurisdiction regarding the prevalence, causes and results of soil erosion into the source and upper reaches of our streams, whether directly or led by road drainage, storm sewers, etc.:

- (a) The Authority be requested to provide an information seminar for the owners, residents, municipalities and their elected representatives and appropriate officials, to provide data for preventive and corrective measures of soil erosion;"

The Headwaters Management Seminar was subsequently convened by the Authority at the Albion Hills Chalet on May 11, 1976.

The enclosed Proceedings are provided for the information of Council.

Yours very truly,

K. G. Higgs

K.G. Higgs
Secretary-Treasurer

TO BE RECEIVED. MATERIAL
REFERRED TO AVAILABLE IN
CLERK'S OFFICE.

R. G. Henderson
Chairman

Mrs. F. Gell
Vice-Chairman

K. G. Higgs, R.P.F.
Secretary-treasurer



The Regional Municipality of Peel

I-8

August 13, 1976

Mr. T. Julian
Clerk
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario

RECEIVED
REGISTRY NO. 7915
DATE AUG 16 1976
FILE NO. 180-76
CLERK'S DEPARTMENT

Dear Sir:

Subject: Cawthra Creek Diversion

This will confirm that Council on August 12, 1976, passed the following resolution:

"That the Region of Peel notify Mississauga that approval is granted to award the contract for the Cawthra Creek Diversion to Pilen Construction Limited;
And further, that the Region of Peel pay to Mississauga both the Region's and Ministry's share of this work estimated at \$917,735.00 and recover, as subsidy, the Ministry's share estimated at \$454,750.00;
And further, that the necessary by-law authorizing this expenditure be presented to Council."

David A. Humphreys

David A. Humphreys, A. M. C. T.
Clerk's Assistant

c. c. Mr. W. J. Anderson
Commissioner of Public Works

Mr. P. Marshall
Finance

TO BE RECEIVED.



The Regional Municipality of Peel

I-9

August 13, 1976.

Mr. L. M. McGillivray,
Deputy Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

RECEIVED	
REGISTRY NO.	7914
DATE	AUG 16 1976
FILE NO.	P3-75 84-76
CLERK'S DEPARTMENT	

Dear Sir,

Subject: Sanitary Sewer Construction and
Reconstruction of Tomken Road
Your Files P.3-75 and 84-76
Our Reference 76-273

Your letter of August 10, 1976, regarding the reconstruction of Tomken Road from Burnhamthorpe Road to Eglinton Avenue was considered by Regional Council on August 12, 1976.

As a result, Council passed the following resolution:

"That the Region of Peel offer no objections to Resolution 484 of the City of Mississauga passed August 9, 1976, wherein it directed that Tomken Road be reconstructed from Burnhamthorpe Road to Eglinton Avenue to a partial construction stage consisting of four lanes of granular with base course asphalt on two of the lanes."

Richard L. Frost, M.A.,
Regional Clerk.

DAH:ag

c.c. - Mr. W. J. Anderson, Commissioner of Public Works.
Mr. D. Peper, Commissioner of Finance.

TO BE RECEIVED.

The Regional Municipality of Peel

I-10

August 16, 1976

Mr. T. L. Julian
Clerk
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2

RECEIVED	
REGISTRY NO. 8084	RECEIVED
DATE AUG 19 1976	AUG 18 1976
FILE NO. 32-76	TOWN OF CALEDON
CLERK'S DEPARTMENT	CLERK'S DEPT.

Dear Sir:

Subject: Report on City of Mississauga Committee of Adjustment on Application "A164-76" by Pacific Prefab Homes and Cottages Limited for a Variance on the Provisions of an R3 Zone.

Please be advised of the following recommendation of the Region of Peel Planning Committee which was approved by Regional Council on August 12, 1976:

"That the Region of Peel appeal the decision of the Committee of Adjustment on application number A 164/76 by Pacific Prefab Homes and Cottages Limited to the Ontario Municipal Board before August 16, 1976;

And further, that the Regional Solicitor and Planning staff be authorized to attend a hearing on the said application and give such evidence as may be required against the Committee's decision;

And further, that a copy of the Commissioner of Planning's report dated July 30, 1976 regarding application A 164/76 be forwarded to the City of Mississauga for information."

Accordingly, please find enclosed herewith for your information a copy of the Commissioner of Planning's report dated July 30, 1976.

Richard L. Frost

Richard L. Frost, M.A.
Regional Clerk

LEB
LEB

enc.

cc: P. E. Allen, Commissioner of Planning
L. W. Stewart, Regional Solicitor

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
R. EDMUNDS & B. CLARK

22 I-1004
THE REGIONAL MUNICIPALITY OF PEEL
PLANNING DEPARTMENT

July 30, 1976

The Chairman and Members
of the Planning Committee

SUBJECT

Decision of the Committee of Adjustment of the City of Mississauga on application "A 164/76" by Pacific Prefab Homes and Cottages Limited for a variance from the provisions of an R3 zone.

LOCATION

The lands which are the subject of application A 164/76 are located on the south side of Dundas Street West east of Nanticoke Road in the former Village of Brindale.

DECISION

The Committee has granted the applicant approval to use the subject lands for the display and sale of leisure homes for a temporary period of 5 years subject to:

1. Site plan approval by the City's Planning Department prior to the issuance of a building permit.
2. The City's Planning Department giving consideration to Councillor Culham's recommendations as per his letter dated July 9, 1976 submitted to the Committee.
3. Satisfying the City's Engineering Department's requirements prior to the issuance of a building permit.

PURPOSE

The purpose of this report is to seek the direction of the Planning Committee and Council in regard to the decision made by the Committee of Adjustment. The last day for appealing the decision to the Ontario Municipal Board is August 16, 1976.

COMMENTS

The subject lands are designated Residential in the City of Mississauga's Official Plan and are zoned R3 (residential single family). Under the R3 zoning permitted uses include one detached dwelling, religious, educational, recreational, and a medical office within a private residence.

The subject lands are presently vacant except for accessory buildings and a single family home. Adjacent lands to the east are zoned R3 and are occupied by the

I-10b
Erindale Community Hall beyond which lands are also zoned R3 and occupied by single family dwellings. Adjacent lands to the west are zoned C1 and owned by the Ministry of Transportation and Communications, however this location is not suitable for commercial development because of access difficulties onto Dundas Street and will likely be rezoned and developed for residential use at a future date. The remaining frontage lands to the west along the south side of Dundas Street are zoned and designated for greenbelt use as part of the Credit River floodplain. On the north and opposite side of Dundas Street the lands are zoned C-1 and occupied by a real estate office and a flea market.

In commenting to the Committee on the proposed variance the City of Mississauga's Planning Department advised that the proposed use is contrary to the intent of the Official Plan and Zoning By-Law and pointed out that the City has recently approved the Erindale Village Study which recommends among other things that the lands fronting Dundas Street should be considered as one single development property to be redeveloped in a distinctive architectural style consistent with the existing village character of the area. In view of the foregoing the Planning Department recommended that the application not be approved.

The City's Engineering and Zoning Departments also commented to the Committee that Dundas Street in front of this site is on a down grade and that because of the grade and the heavy volume of traffic, left hand turns into this site would be most hazardous, and that the requested variance would appear to be a requirement for rezoning - not a minor variance.

Councillor David Culham indicated his support of the application to the Committee in writing and suggested certain improvements which he would like to see implemented in the event that the application were approved.

The Development Control Section of the Regional Planning Department did not comment on the subject application as it was not of Regional significance. However, in monitoring the Committee's decisions, as part of the authority delegated to the Region by the Minister, it was felt that the Committee had overstepped its authority under Section 42 of the Planning Act by granting the requested use in an R3 zone.

Section 42(1) of the Planning Act states that the Committee may authorize a minor variance from the provisions of the by-law ... provided that in the opinion of the Committee the general intent and purpose

22-2
I-10C

of the by-law and the official plan, if any, are maintained.

The Region's staff contends that the permitted uses under R3 zoning and the Residential land use designation of the City's Official Plan are quite specific and clearly indicate the intent that the subject lands be developed for residential uses. Furthermore, the proposed use does not appear to be similar to a residential use and in the past the display and sale of leisure homes has taken place within the M1 industrial zone.

The Regional Solicitor has examined the Committee of Adjustment decision on this Application and concurs that it exceeds the Committee's jurisdiction and should be appealed.

RECOMMENDATION

That the Region of Peel appeal the decision of the Committee of Adjustment on application number A 164/76 by Pacific Prefab Homes and Cottages Limited to the Ontario Municipal Board before August 16, 1976;

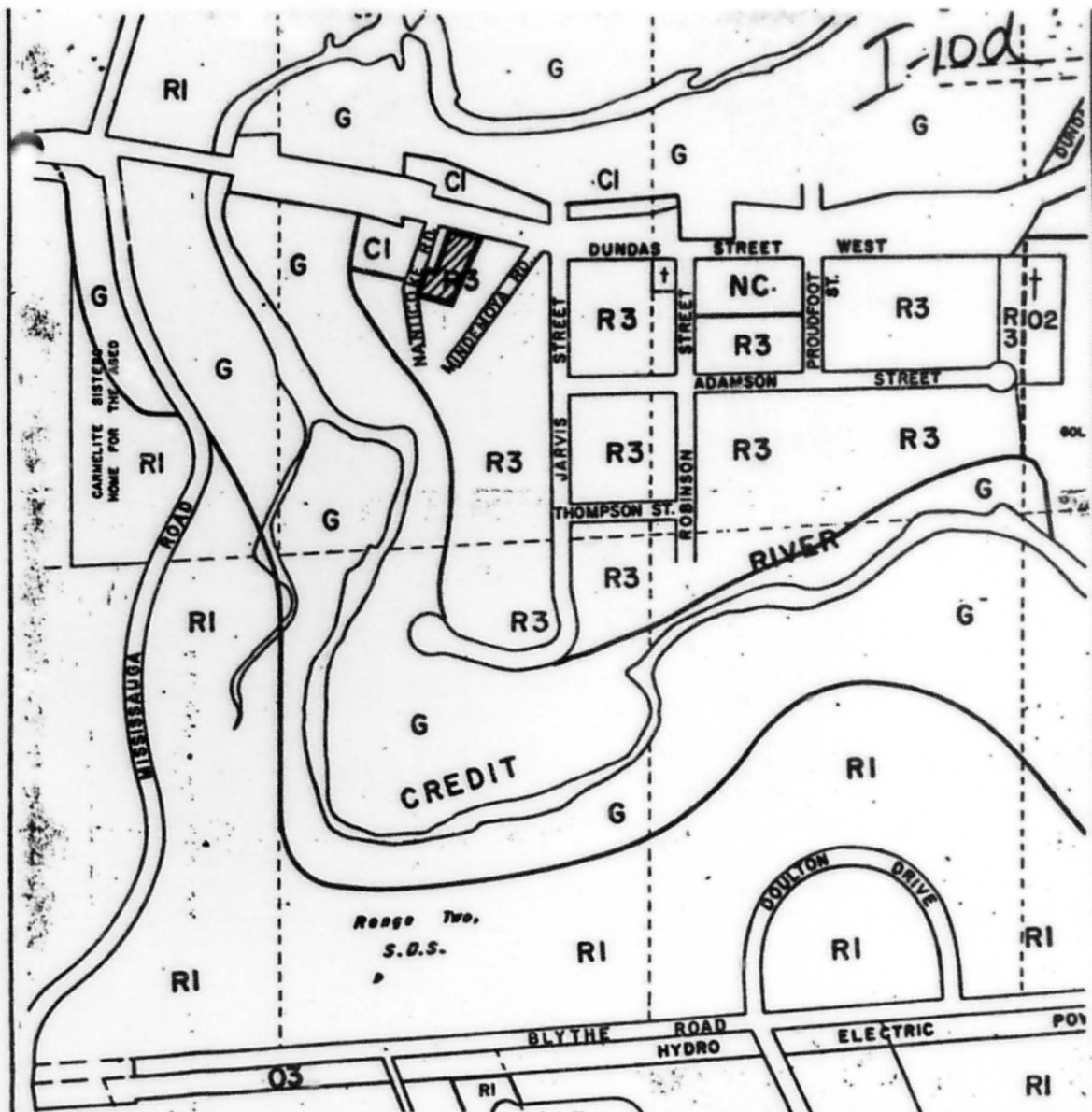
That the Regional Solicitor and Planning staff be authorized to attend a hearing on the said application and give such evidence as may be required against the Committee's decision;

And further that a copy of the Commissioner of Planning's report dated July 30, 1976 regarding application A 164/76 be forwarded to the City of Mississauga for information.

Peter E. Allen
Peter E. Allen,
Commissioner of Planning

JD/dm

OK/Jan



REGION OF PEEL PLANNING DEPARTMENT

Schedule A

Legend:



Area of Committee of Adjustment

Application A164/76

City of Mississauga

Applicant: Pacific Prefab Homes & Cottages Ltd.

Page
North



Scale:

1" = 500'

I-11

The Regional Municipality of Peel

August 16, 1976

Ms. M. Bergman
Official Plans Branch
Ministry of Housing
56 Wellesley Street West
Toronto, Ontario

RECEIVED	
REGISTRY NO.	8093
DATE	AUG 19 4/6
FILE NO.	140-76-12-76
CLERK'S DEPARTMENT	

Dear Ms. Bergman:

Subject: Proposed Amendment #39 to the Official Plan for the Toronto Planning Area
Our Reference P-171-76

At its meeting of August 5, 1976, the Region of Peel Planning Committee considered a report from the Commissioner of Planning dealing with the above captioned. Please find a copy of the Commissioner's report enclosed for your information.

On August 12, 1976, Regional Council approved the following recommendation of the Planning Committee:

That the Ministry of Housing be advised:

That the Region of Peel supports Amendment No. 39 to the Official Plan of the City of Toronto Planning Area;

And further, that the Region of Peel reaffirms its position of July 17, 1975, that the Region support the general role of Mississauga serving as the regional centre for the Region of Peel and the concept of a city core in Central Mississauga,

(Recommendations contained in the Regional planning report on the "Mississauga Urban Development and Transportation Study", July 17th, 1975);

And further, that the Region of Peel reaffirm its position of September 4th, 1975, that the City of Brampton in the preparation of its Official Plan address the issue of the role of the City and urban core structure in the context of the Region of Peel,

(Recommendations contained in the Regional planning report on the "City of Brampton Financial and Environmental Impact Study of Urban Growth", September 4th, 1975);

✓ TO BE RECEIVED.
COPY HAS BEEN SENT
TO R. EDMUNDS.

...2

And further, that copies of the report of the Commissioner of Planning dated July 19, 1976, be distributed to the City of Mississauga, City of Brampton and the Town of Caledon for information."

Richard L. Frost

I-11a

Richard L. Frost, M.A.
Regional Clerk

...../ls
LEB

enc.

cc: T. L. Julian, Clerk, City of Mississauga
C. Patterson, Clerk, Town of Caledon
K. R. Richardson, Clerk, City of Brampton
R. Henderson, Clerk, City of Toronto
P. E. Allen, Regional Commissioner of Planning

1-110

THE REGIONAL MUNICIPALITY OF PEEL
PLANNING DEPARTMENT

The Chairman and Members
of the Planning Committee.

July 19, 1976.

SUBJECT:

Proposed Amendment No. 39 to the Official Plan for
the Toronto Planning Area.

ORIGIN:

The Ministry of Housing has requested the Region of
Peel to comment on the proposed Official Plan Amendment

BACKGROUND:

The proposed Amendment No. 39 is the result of several
years of comprehensive study by the City of Toronto
Planning Board and staff. The purpose of this
proposed Amendment is basically, to initiate major
revisions to Part I of the existing Official Plan for
the City of Toronto Planning Area as it relates to
the Central Area of the City.

The Amendment recognizes that the Central Area of the
City of Toronto is distinctive in that it contains the
fullest range of urban functions and services in the
Southern Ontario Region. The Central Area is generally
located south of Dupont Street between Bathurst Street
and Sherbourne Street to Lake Ontario. In this Plan,
the Central Area will continue to fulfil this dominant
role. However, the City of Toronto, will, with this
Amendment, attempt to control the quality and quantity
of future growth within the Central Area. The Plan
recognizes that the Central Area has two equally
important functions - the commercial/service function
and a residential function. The major objectives
of the Amendment are briefly summarized as follows:

- i) office employment will be deconcentrated;
- ii) existing low rise neighbourhoods will be retained;
- iii) the residential function of the Central Area
will be expanded with the emphasis on providing
affordable housing suitable for families with
children;
- iv) housing for households without school-age children
will be provided in mixed-use buildings;
- v) buildings of historic or architectural value or
interest will be conserved;
- vi) unacceptable levels of congestion on the transport-
ation system will be avoided; and,
- vii) the availability of parks and recreational space
for both those who live and work in the Central
Area will be substantially increased.

The Ontario Municipal Board will begin hearings on
the proposed Amendment on September 20th, 1976.

I-11C

COMMENTS:

In reviewing this Amendment, Regional Planning staff consider that the predominant issue as it effects the Region of Peel, is the concept of office deconcentration and decentralization. The concept of deconcentration implies a process either natural or controlled, in which growth is diverted from a centralized location to which it would normally be expected to gravitate. The term decentralization differs from the term deconcentration in that the scale of influence is much greater. In the present use of these terms, there is the additional implication that the dispersal of growth should be structured and concentrated in identifiable subcentres and should be supportive of increased transit usage.

The concept of deconcentration/decentralization is not new to the Metropolitan Toronto Region. The Toronto Centred Region Plan, C.O.L.U.C. and the more recent Provincial Status papers have promoted this concept. In the Provincial context the term implies restructuring by syphoning growth from Metropolitan Toronto to the Regions outside of Metro. The Municipality of Metropolitan Toronto has just prepared a report entitled, "Concepts and Objectives" which is intended to provide a statement of primary goals for the future development of Metropolitan Toronto and a complementary set of policies to achieve these goals. The fundamental concept is to encourage the decentralization of job opportunities and to decrease the dependency on the Central Area of the City of Toronto. The strategy involves creating a multi-centred urban structure having a system of mixed use centres linking jobs and housing by a public transit system. Future development of commercial and institutional employment and social and cultural activities would be concentrated in designated centres and along major transit lines.

It is in the best interests of the Region of Peel to seriously examine the goals of both the City of Toronto and the Municipality of Metropolitan Toronto. If it is assumed that the Region of Peel should be relatively self-contained, then it appears that the Region will be supported by these other government agencies. If the Region decides otherwise, then possible major conflicts might arise with the plans of the City of Toronto and Metropolitan Toronto. It appears that there is a tremendous opportunity to co-ordinate the various new Official Plans. The ultimate success of a deconcentration policy will depend on the actions of all government agencies, the attractiveness of the proposition in the market place and the provision of support services (primarily transportation).

2-11a

At the present time, the City of Toronto has approximately 52 million square feet of office space, of which 13.5% is vacant. The proposed Amendment allows a maximum total of 61 million square feet by 1981, 64.5 million square feet by 1986 and 68 million square feet by 1991. After present development commitments are achieved (approximately 11 million square feet), it is estimated that the office growth rate will average 3% per year or approximately 1 million square feet per year over the Plan period. The Plan will attempt to control the rate of office growth, through these defined limits, however, the Amendment does have a potential capacity of 95 million square feet. The zoned capacity for commercial office development is approximately one-half of the potential of the existing approved City of Toronto Official Plan (ie., approximately 200 million square feet).

The overall limits of the commercial office space were derived from calculations in which the estimated unused capacity of the "committed transportation system to the Central Core was translated into additional office space. Based on a future transportation capacity of approximately 435,000 workers, it was projected that this would accommodate an equivalent of 70.5-88 million square feet of office space. It appears that the committed transportation system within Metro Toronto will be able to handle additional office growth beyond the projected limits of 1991. If the concept of self-containment is to be successful, then the provision of transportation facilities within Peel, should re-inforce internal Regional circulation, rather than improving access to Downtown Toronto. At the present time, approximately one-half of the Peel resident labour force commutes to jobs outside of the Region. A recent study showed that 63% of the residents of the new community of Meadowvale, commute to Metropolitan Toronto. It is likely that approximately 115,000 people currently commute daily to and from Peel. Regional planning staff consider that the trend to commuting to Toronto should not continue indefinitely. Through the concept of deconcentration, policies could be implemented to help reverse this trend.

Regional Planning staff support this Amendment and will be working together with the Cities of Mississauga and Brampton and the Town of Caledon in planning the various Core Areas of the Area Municipalities. The concept of deconcentration/decentralization is a supportable goal for the City of Toronto. The Region of Peel can aid the City in its attempts to regulate

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- 4 -

office development by providing suitable alternatives for office location. The first step should be the designation of Core Areas or City Centres through the Official Plans of the Area Municipalities. The next step should involve providing incentives as well as employing good marketing procedures to attract office development. Finally, for effective decentralization to succeed, the co-operation of all levels of government is essential. If for example, all levels of government support this Amendment, then the future regional transportation systems should reinforce the development of sub-centres, rather than increasing accessibility to Downtown Toronto.

In summary, the proposed Amendment for the City of Toronto has many direct implications for the Region of Peel. The Amendment is very complex and has required many years of study. This Report is an initial position of the Region of Peel Planning Department. Some of the issues raised, such as office development, core area development and transportation systems are presently being studied as part of the Regional Official Plan. Regional Planning staff will continue to monitor the City of Toronto and the Municipality of Metropolitan Toronto in their efforts to control and regulate growth.

The Appendix attached to this Report consists of the proposed "Generalized City Plan Map", the "Generalized Structure of Present Official Plan" map and a portion of the text of the proposed Amendment (By-law Number 34-76).

I-11f

RECOMMENDATIONS:

That Council advise the Ministry of Housing:

- 1) That the Region of Peel supports Amendment No. 39 to the Official Plan of the City of Toronto Planning Area.
- 2) That the Region of Peel reaffirm its position of July 17th, 1975, that the Region support the general role of Mississauga serving as the regional centre for the Region of Peel and the concept of a city core in Central Mississauga.
(Recommendations contained in the Regional planning report on the "Mississauga Urban Development and Transportation Study", July 17th, 1975.)
- 3) That the Region of Peel reaffirm its position of September 4th, 1975, that the City of Brampton in the preparation of its Official Plan address the issue of the role of the City and urban core structure in the context of the Region of Peel.
(Recommendations contained in the Regional planning report on the "City of Brampton Financial and Environmental Impact Study of Urban Growth", September 4th, 1975.)
- 4) That copies of this Report be distributed to the City of Mississauga, City of Brampton and the Town of Caledon for information.

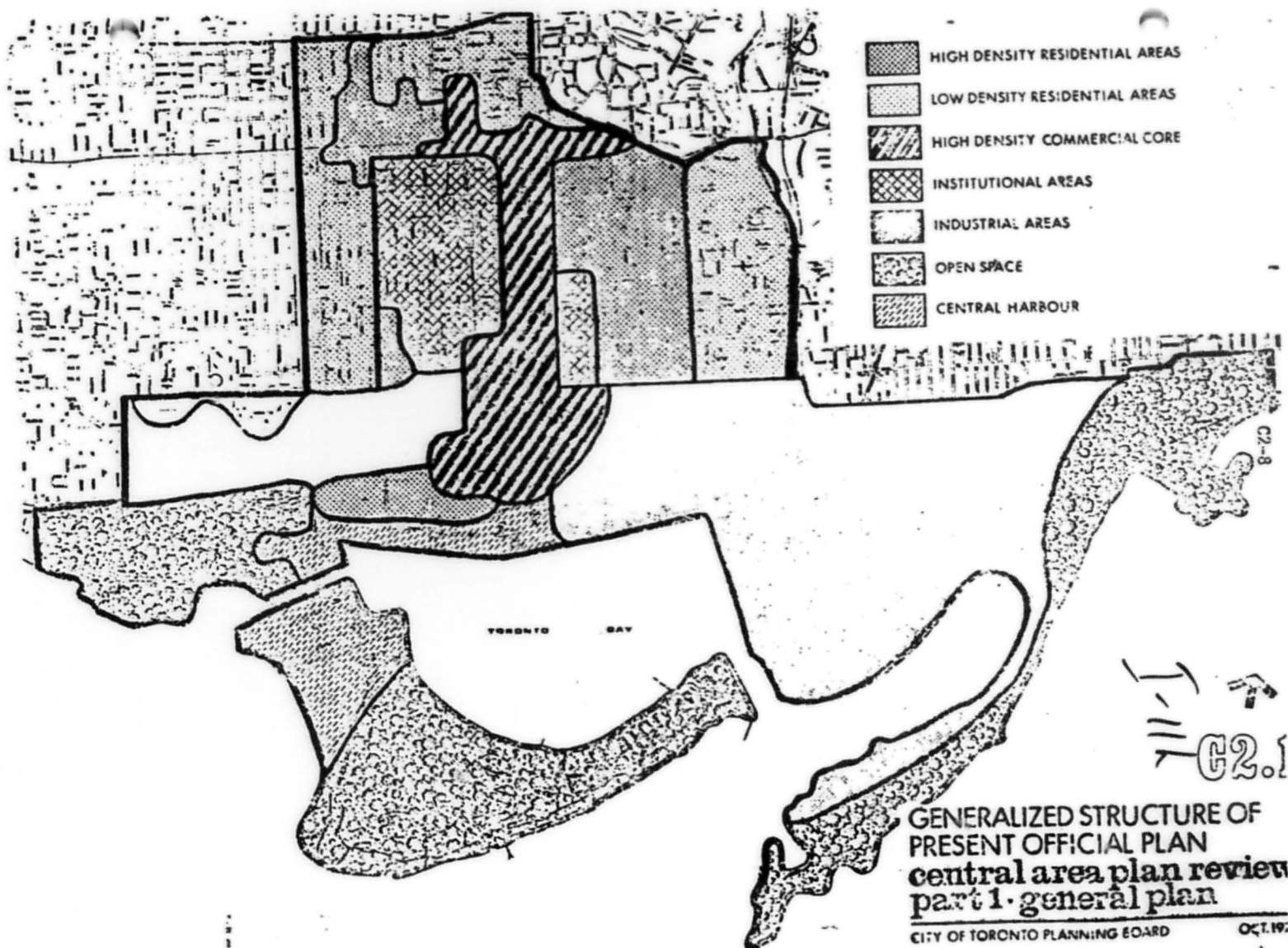
DAB/vn

Peter E. Allen
Peter E. Allen,
Commissioner of Planning.

OK
Allen



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CPC - 3711-39

No. 34-76. A BY-LAW

To adopt an amendment to Part I of The Official Plan for the City of Toronto, respecting Housing and parts of the Central Area.

[Passed January 31, 1976.]

The Council of the Corporation of the City of Toronto enacts as follows:

1. The text and maps annexed hereto as Schedule "A" are hereby adopted as an amendment to the Official Plan for the portion of the City of Toronto Planning Area comprising the City of Toronto as constituted on the 31st day of December, 1966, and the area which on such date comprised the Village of Swansea.
2. The Clerk is hereby directed to submit this By-law to the Minister of Housing for Ontario pursuant to The Planning Act.

DAVID CROMBIE,

Mayor.

ROY V. HENDERSON,

City Clerk.

COUNCIL CHAMBERS,
Toronto, January 31, 1976.
(L.S.)

SCHEDULE "A"

1. Section 1 of the Part I Official Plan, "The City and Region", is amended as follows:

- (a) by deleting the title "1. The City and Region", and by substituting therefor the title "1. The Structure and Quality of the City";
- (b) by deleting Sections 1.1 and 1.2, and the title "The City's Relation to the Region";
- (c) by deleting sections 1.4(a) and 1.4(e);
- (d) by deleting Section 1.5;
- (e) by renumbering the present sections 1.3 and 1.4 as Sections 1.1 and 1.2 as follows:
1.3(a) to 1.1(a); 1.3(b) to 1.1(b); 1.3(c) to 1.1(c); 1.3(d) to 1.1(d); 1.3(e) to 1.1(e); 1.3(f) to 1.1(f); 1.3(g) to 1.1(g); 1.3(h) to 1.1(h); 1.4(b) to 1.2(a); 1.4(c) to 1.2(b); 1.4(d) to 1.2(c); 1.4(f) to 1.2(d); 1.4(g) to 1.2(e); 1.4(h) to 1.2(f);
- (f) by amending Map 1, the Generalized City Plan Map, by deleting those land use designations contained within the area defined on Map 1A, which map is attached to and forms part of

this Amendment, and by substituting therefor the land use designations as shown on said Map 1A;

- (g) by amending Map 1, the Generalized City Plan Map, by deleting from the Land Use legend the designation "Central Commercial Area", and by adding thereto the following designations:

"Medium Density Residence Areas"
"Low Density Mixed Commercial-Residential Areas"
"Medium Density Mixed Commercial-Residential Areas"
"High Density Mixed Commercial-Residential Areas"
"The Financial District"
"Railway Lands"
"Special Study Area".

2. Section 1A is introduced into the Part I Official Plan, as follows:

"1A THE CENTRAL AREA

1A.1

The Central Area of the City is distinctive in that it contains the fullest range of urban functions and amenities in the region. Within its Central Core are located the major administrative centres of national financial activity, the offices of the Provincial, Metropolitan, and City Governments, and the primary centres of regional retailing and entertainment. It also contains a number of regional educational, cultural, medical, social and other facilities and services. It is the major employment and service centre of the Metropolitan area and provides a focus for community life for the people of the City and the region.

1A.2

The Central Area is a major residential area which contains a variety of types of housing accommodation for a broad range of income groups and a range of local facilities and amenities which serve this residential community.

1A.3

It is the policy of Council that the rate of growth in commercial offices and public institutions within the Central Core of the Central Area shall be such as to achieve the major objectives of this Plan, including the deconcentration of office employment, the retention of low rise neighbourhoods within the Central Area, the expansion of the residential function of the Central Area emphasizing housing suitable for families with children in appropriate areas of the Central Core and the Outer Central Area, and housing for households without school age children in the form of mixed-use buildings in the Central Core, the conservation of buildings of historic or architectural value or interest, the avoidance of unacceptable levels of congestion on the transportation system, and a sub-

I-11K

stantial increase in the availability of parks and recreational space for both those who live and those who work in the *Central Core*.

OFFICE DEVELOPMENT

1A.4 It is the policy of Council to promote the deconcentration of office employment within the Metropolitan area by:

- (a) adopting land use policies within the *Central Core* appropriate to the achievement of this policy;
- (b) encouraging the development of the transportation system to facilitate a deconcentrated form of regional growth; and
- (c) encouraging the Metropolitan and Provincial levels of government to adopt and implement plans for the development of office-employment sub-centres in the Metropolitan area.

1A.5(a) It is the policy of Council to ensure that future office employment growth within the *Central Core* will be compatible with the capacity and the anticipated utilization of the existing transportation system together with improvements to that system which were under construction or committed for construction on September 30, 1975.

1A.5(b) Accordingly, it is Council's objective to maintain the rate of office growth in the *Central Core* below a level which, in Council's opinion, would result in an aggregate total of commercial office space in the *Central Core* of 61 million square feet by 1981, 64.5 million square feet by 1986, and 68 million square feet by 1991.

1A.5(c) It is the policy of Council that if, in the opinion of Council, there is a significant risk that this objective may not be achieved, Council will review this Plan with the intent of modifying Sections 1A.4 to 1A.7 to reduce the rate of growth of commercial office space to achieve the objective. For this purpose, it is the policy of Council to obtain and consider in each year a report on the rate of growth of office space measured by (i) issuance of building permits and (ii) actual office construction.

1A.6(a) Since the *Financial District* is the most accessible area within the *Central Core* by all regional and local modes of transportation, is the area within which firms who are most dependent on face-to-face contact for the efficient conduct of business are located, and is established as the major office employment

area in the region, it is the policy of Council to assign first priority to the *Financial District* as a location for future office development in the *Central Core*.

- 1A.6(b) In order to facilitate the provision of a ready supply of office space in the *Central Core*, and in order to accommodate the establishment and expansion of firms which engage in finance-related activity, it is the policy of Council to permit office development to proceed in the *Financial District* as of legal right at the maximum commercial density permitted by this Plan in the *Financial District*, subject to the other provisions of this Plan.
- 1A.7(a) It is the policy of Council to establish second priority areas for office development outside the *Financial District* and within the *Central Core* in order to maintain a broad range of opportunities for office development in the *Central Core*, and to facilitate price competition in the market for office space between the *Financial District* and other parts of the *Central Core*.
- 1A.7(b) In second priority areas in the *Central Core* designated as *High Density Mixed Commercial-Residential Areas* on the Generalized City Plan Map, Council will regulate the supply of new office space in accordance with the provisions of this Plan in order to facilitate achievement of its policy of promoting office employment deconcentration and to ensure that the total level of office employment in the *Central Core* is maintained in balance with the capacity and the anticipated utilization of the existing transportation system, together with improvements to that system which were under construction or committed for construction on September 30, 1975.
- 1A.8 Council will monitor the implementation of its policy of promoting office employment deconcentration from the date of adoption by it of this Plan. Within three months after the end of each five-year period, the first of which commences on February 1, 1976, Council will review the facts as ascertained by it to determine the progress that has been made toward achieving its goal of office employment deconcentration.
- 1A.9 On the completion of each of the reviews referred to in Section 1A.8, if, in the opinion of Council, the progress made toward achieving its goal of office employment deconcentration is adequate, Council will so resolve. However, if within three months after the end of any five-year period referred to in that section, Council fails to resolve that such progress

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is adequate, or resolves that it is inadequate, it is the policy of Council not to pass by-laws to increase *commercial densities* in second priority areas for future office development in the *Central Core*, until such time as Council resolves that such progress is adequate.

- 1A.10(a) Notwithstanding Section 1A.8, if, after February 1, 1976, and before the end of the five-year period commencing on that date, building permits are issued for buildings to be erected in the *High Density Mixed Commercial-Residential Areas* which are to contain commercial office space to an aggregate gross floor area of four million square feet, the first review referred to in Section 1A.8 shall be completed within three months following the date of issuance of such building permits or the latest of them. Each of the following five-year periods referred to in that Section shall be determined from the date of the issuance of such building permits or the latest of them.
- 1A.10(b) Notwithstanding any other provision of this Plan, if after February 1, 1976, in the *High Density Mixed Commercial-Residential Areas* building permits are issued for buildings to be erected which are to contain commercial office space to an aggregate gross floor area of two million square feet, and by the same time building permits have not been issued for the erection of at least 2,000 residential units in those areas, it is the policy of Council to pass by-laws to require, in the case of buildings having a commercial density which is less than 3.0, that the residential density equal the maximum that is permitted in combination with the proposed commercial density as determined by the *mixed-use bulk control formula* as set out in Section 3A.3(b)(iv).
- 1A.10(c) Notwithstanding any other provision of this Plan, it is the policy of Council to pass by-laws requiring in the case of buildings included in a single development having a commercial gross floor area of 500,000 square feet or more, that the residential density equal the maximum that is permitted in combination with the proposed commercial density as determined by the *mixed-use bulk control formula* as set out in Section 3A.3(b)(iv).
- 1A.11 Notwithstanding Section 1A.8, if during the second or a subsequent five-year period referred to in it, building permits are issued for buildings to be erected in the *High Density Mixed Commercial-Residential Areas* which contain commercial office space to an aggregate gross floor area of three million square

I-11N

feet in addition to the aggregate *gross floor area* referred to in Section 1A.10, the second or subsequent review referred to in Section 1A.8 shall be completed within three months following the date of issuance of such building permits or the latest of them. Each of the following five-year periods referred to in that Section shall be determined from the date of issuance of such building permits or the latest of them.

1A.12

It is the policy of Council, in conducting each review of progress made toward achieving its goal of office deconcentration, to consider the following factors:

- (a) the capacity and utilization of the existing transportation system, together with improvements to that system which were under construction or committed for construction on September 30, 1975;
- (b) the degree to which housing targets for the *Central Core* have been achieved;
- (c) the appropriateness in terms of then current conditions of the *commercial floor space per office worker ratio*;
- (d) the extent to which advantage has been taken of the density policy of this Plan which encourages the retention of designated buildings of historical or architectural value or interest;
- (e) the extent to which lands designated for *commercial purposes* are used for purposes other than office development;
- (f) the amount of *commercial floor space* for which building permits have been issued in the *Central Core*; and
- (g) whether such building permits have been acted upon by the commencement of construction of buildings.

1A.13

In order that a reasonable period of time will elapse before Council may resolve that inadequate progress has been made toward achieving the goal of office deconcentration, Council shall not pass a resolution to that effect until the three-month period following the expiry of the first five-year period which commences on February 1, 1976, or the issuance of building permits or the latest of them for the construction of *commercial office space* to an aggregate of four million square feet, if such occurs before February 1, 1981.



The Regional Municipality of Peel

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RECEIVED
REGISTRY NO. 8115
DATE AUG 19 1976
FILE NO. 20-76
CLERK'S DEPARTMENT

August 19, 1976.

Mr. T. L. Julian,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Sir:

Subject: Reform of Property Taxation
in Ontario

Please find enclosed herewith a copy of a report with respect to the reform of property taxation in Ontario which was prepared by the Regional Department of Finance. The report was drafted as a response to the Blair Commission which is presenting holding meetings throughout the Province.

On August 12, 1976, Regional Council considered the matter but decided to refer this report to the Area Municipalities.

For your information, I have written to Commissioner W. L. Blair requesting a deferral of the Region's presentation. As you may know, the Commission is scheduled to meet in Brampton on August 26th and 27th, 1976 at Brampton Centennial School, 251 McMurchy Street South.

Richard L. Frost, M.A.,
Regional Clerk.

RLF/lr

cc: D. Peper, Commissioner of Finance

encl

☒ TO BE RECEIVED. COPY HAS BEEN SENT TO D. OGILVIE
--



The Regional Municipality of Peel

I-12a

August 12, 1976.

CHAIRMAN AND MEMBERS
OF THE REGIONAL COUNCIL

Reform of Property Taxation in Ontario

Please find attached a brief prepared by the Regional Finance Department for presentation to the Commission on The Reform of Property Taxation in Ontario.

Originally it was intended that a combined submission be made by the Region and the area municipalities, however, time restraints prevent such a joint report. The Commission is now scheduled to meet August 26th and 27th and no further Council meetings are being held in the Region. Therefore, IT IS RECOMMENDED that Council endorse the proposals and recommendations and accept the enclosed brief for submission to the Commission.

Dirk Peper,
Treasurer and
Commissioner of Finance.

DP:sjr
Attach.

THE BLAIR PROPOSALS DEAL WITH FUNDAMENTALS &
ARE REFRESHINGLY SIMPLE - & BASIC.

I-12b

BRIEF TO THE COMMISSION
ON THE REFORM OF PROPERTY TAXATION IN ONTARIO

INTRODUCTION

During the 1976 Budget Presentation, the Honourable W. Darcy McKeough, Treasurer of Ontario submitted to the Legislature proposals on The Reform of Property Taxation in Ontario. The purpose of this Reform is to develop a simplified and equitable property tax system at actual market value assessments and to improve the distribution of property taxation within the municipalities in the Province of Ontario. The Province wished to promote wide public discussion of the proposals and has appointed the Blair Commission which is to receive submissions and make recommendations on the proposed property tax system.

SUBMISSION

The Regional Municipality of Peel is pleased to make this submission to the Commission on The Reform of Property Taxation in Ontario.

I-12C

SUMMARY

The Region of Peel recognizes and appreciates the effort and consideration which has gone into the development of The Reform of Property Taxation in Ontario and accepts in principle the fifteen proposals outlined. The Region agrees with the objective set for tax reform, which is to develop an improved and equitable property tax system.

The principle of the proposals provides that the overall impact of market value assessment on local government be neutralized and makes the distribution of the tax burden among all classes of real property more appropriate. The Region accepts that the proposals made may lower taxes on residences and raise taxes on commercial and industrial property, and in particular, on vacant commercial and industrial land.

TAX REFORM PROPOSALS

We will restate and briefly comment on each proposal made and will include recommendations to the Commission where applicable.

I-12a

Proposal 1

Residences in Ontario, collectively, will bear a reduced share of property taxes.

Comment

A preliminary Provincial analysis has indicated that in order to reduce the residential tax share, every resident should be taxed at only 50 per cent of market value while all other property is to be taxed at 100 per cent of market value.

It is believed that there will be substantial intra- and inter-taxpayer class shifts in the Region of Peel which may require phasing-in of the tax burden. The Province should provide some recommendations on how this phase-in should be achieved. It is difficult, without the adequate statistical data and time, to evaluate the impact of this proposal on the Region. Therefore, IT IS RECOMMENDED that the Province provide the Region and the municipalities of this Region with an impact study showing tax shifts and revenue changes prior to implementation of the proposals.

Proposal 2

Residential property will be redefined to include only residences and a reasonable amount of land. This proposal will now define recreational residences, farmhouses, condominiums,

I-12K

multiple rental residences, student residences, homes for the aged, and other similar types of property as residential.

Comment

Golf courses, conservation authorities and other vacant commercial land, formerly taxed at a lower residential mill rate will now be treated as commercial and in all likelihood, will attract a larger share of property taxes. The Region of Peel concurs and endorses this proposal.

Proposal 3

The present practice of levying different mill rates on residential and commercial properties will be discontinued.

Comment

This proposal will eliminate the present split mill rate between industrial, commercial and residential property taxpayers. This offers improved simplicity in calculation in presentation and in conjunction with the other proposals, appears to widen the differential between residential and commercial. The Region endorses this proposal.

Proposal 4

Farmland, farm buildings, managed forests and farm residences will be assessed at market value. Farmland, farm buildings and managed forests will be taxed on 100 per cent of market

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value and the taxes will be paid by the Province. Farm residences will be taxed as all other residences at 50 per cent of market value and the taxes will be paid by the owner. There will be provision to recover taxes paid by the Province if the property changes use.

Comment

This proposal should generate a greater source of revenue and will probably have its greatest impact in the Town of Caledon which is predominantly rural. The Region endorses this proposal.

Proposal 5

All real property used for the purpose of a business including government administrative facilities will be subject to an additional assessment of 50 per cent of market value for business taxes.

Comment

It appears that this tax will continue to be a tax on the occupants rather than on the owner of the property. The Region would like to suggest to the Commission that the owner be made secondarily liable in the event of a default by the tenant. Business tax write-offs are vastly greater than those for property tax. Therefore, IT IS RECOMMENDED that

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the owner be made secondarily liable for the payment of Business Tax.

Business tax does not appear to apply to farm operations. It appears unreasonable that they are not included for this purpose as no doubt, a farm is a business. The Region RECOMMENDS that farms be included for the purpose of business tax and that this tax be paid by the Province with a proviso that the tax paid be recovered if the property changes use. Subject to the above recommendation, the Region endorses this proposal.

Proposal 6

All public property except residences will be subject to payments in lieu of taxes equal to full taxes on 100 per cent of market value. Public residences will be subject to payments in lieu of taxes equivalent to full taxes at 50 per cent of market value. Public utilities will be subject to business assessment at 50 per cent of market value.

Comment

The Region endorses this proposal and believes that this proposal will provide for a substantially greater level of equity between taxpayers. Also, this proposal enhances the principle of clearly identifying costs of specific programs and reduces the need for hidden subsidization.

1-12H

Proposal 7

As this is the present case, churches, cemeteries and property held in trust for a band or body of Indians will be exempt. All other presently exempt property will be taxed on 100 per cent of market value, except residences which will be taxed on 50 per cent of market value.

Comment

The Region endorses this proposal. No doubt, the Region and area municipalities will receive requests for increased grants to certain bodies, but the principle established here eliminates the present system of exemptions, which really are "hidden" donations or grants.

Proposal 8

A uniform method of phasing-in the new tax system over a period of up to five years will be available to prevent abrupt tax changes.

Comment

The Region endorses this recommendation and furthermore, would suggest to the Commission that a phasing-in period be made available by the Province. Subject to the receipt of an impact study, as previously mentioned, IT IS RECOMMENDED that the Region and area municipalities review the proposed

I-121

phase-in program prior to implementation of the Reform.
The program should be designed to help neutralize financially major shifts between classes and types of taxpayers and within each tax class and Provincial financial assistance should be provided.

Proposal 9

Assessment rolls will be returned and enumeration will be performed every two years to coincide with local government elections.

Comment

While the Region agrees that the two-year period provides for greater efficiency, it is an essential requirement that annual estimates or prompt updating of assessment growth in high growth areas continue. Also population estimates should be updated more frequently. The Region of Peel is a fast growing area and therefore, IT IS RECOMMENDED that population estimates for grant purposes be updated on a semi-annual basis.

Proposal 10

Assessment on provincial government property will be pooled and assigned between the public and separate elementary

I-12J

schools in the same proportion as the taxable assessment assigned by the owners and occupants of residences.

Comment

At present, payments in lieu of taxes are paid directly to the municipalities and no proportion of that payment flows through to school boards for school purposes. The Region of Peel endorses this proposal and agrees that this proposal provides logic and equity in the distribution of tax revenues.

Proposal 11

Costs shared among municipalities will be shared on the basis of the assessment on which taxes and payments in lieu of taxes are based.

Comment

The Region endorses this proposal as this is presently the way regional costs are apportioned.

Proposal 12

Where assessment is to be used to determine the grant to be paid to a municipality, the assessment used will be the assessment on which taxes and payments in lieu of taxes are based.

I-12K

Comment

The Region endorses this proposal as it will strengthen the equity of the resource element in existing grants, such as education, transportation and resource equalization grants.

Proposal 13

The provisions of the Assessment Act will apply to the assessment of all real property in Ontario, including areas without municipal organization.

Comment

This proposal does not effect or apply to the Region of Peel and therefore no comment is required.

Proposal 14

Public bodies which receive provincial grants, such as school boards, will be allowed to include their property tax payments as allowable expenses for grant purposes.

Comment

As these bodies are seldom 100 per cent provincial grant supported, there will be a residual cost to be met from other sources, such as grants or voluntary contributions from the taxpayer. The Region of Peel endorses this proposal, but would RECOMMEND that the Province allow for grant or subsidy purposes, property taxes paid by these bodies without limitation or spending limits.

I-124

Proposal 15

Ontario's property tax credits which relate property taxes to the ability to pay will, if necessary, be strengthened upon implementation of the new system.

Comment

This proposal may prove the best method of neutralizing shifts at the private residential level; however, this is an area in which substantial research and development is required.

Other Comments

The effective impact study of what the proposals mean to residential, commercial and industrial taxes in the Region of Peel cannot be provided at the present time. The total impact on the Region will therefore be unknown until such study has been finalized. As the Region has not got the data essential for such a study, we RECOMMEND that the Province arrange for an impact study prior to implementation.

One aspect which was not covered in the proposal was the present method of billing and collection of property taxation. In order to provide a more effective and efficient and acceptable method, consideration should be given to transfer the billing and collection

I-12M:

responsibility of property tax billing collections to the Region. In addition, consideration should also be given in providing for an improved method of collection, such as through monthly billings and payments.

At present, the cost of tax billing and collection is borne by the area municipality. It is suggested that area municipalities be authorized to charge for their services to other agencies, such as the Region and the Board of Education.

Mortgage companies often include a charge for municipal taxes in their monthly payment. These charges are often estimates and are only periodically adjusted to reflect actual tax expenditures. Taxpayers have often voiced their concern, with the lack of information provided by the mortgage companies. Therefore, Legislation should be introduced to assure that mortgage companies are required to provide additional information to the mortgagees if changes in taxes occur. In addition, mortgage companies should be required to account to the mortgagee annually for monies collected for tax purposes and pay reasonable interest rates on early collections and credit balances. Mortgage companies must be made aware by the Province, as early as possible of the tax reform

I-12N

program under consideration and its potential impacts on
the residential taxpayer. IT IS RECOMMENDED that their
views be sought.

The Regional Municipality of Peel

I13

August 19, 1976

Mr. T. L. Julian
Clerk
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2

RECEIVED
REGISTRY NO. 8153
DATE AUG 20 1976
FILE NO. 105-76
CLERK'S DEPARTMENT

Dear Sir:

Subject: Queensway Between Dixie Road and Cawthra Road
Our Reference P-175-76

Please be advised of the following recommendation of the Region of Peel Planning Committee which was approved by Regional Council at its meeting of August 12, 1976:

"That following the opening of the Queensway between Dixie Road and Cawthra Road, a traffic movement monitoring programme should be carried out to determine the traffic impact on Tedwyn Drive in the months of October and November 1976;

And further, that if the traffic counts show large increases in traffic volumes as compared to the earlier counts, measures should be taken to reduce traffic on Tedwyn Drive, either by traffic operational control or by closing the section of Queensway between Haines Road and Cawthra Road;

And further, that every effort should be made for the expedient construction and completion of the section of Queensway between Cawthra Road and Hurontario Street."

A copy of the report of the Commissioner of Planning has been enclosed for your information.

Richard L. Frost

Richard L. Frost, M.A.
Regional Clerk

LEB
LEB

✓	TO BE RECEIVED. COPY HAS BEEN SENT TO W. TAYLOR.
---	--

cc: P. E. Allen, Commissioner of Planning
W. J. Anderson, Commissioner of Public Works

enc.

THE REGIONAL MUNICIPALITY OF PEEL
PLANNING DEPARTMENT

I-13a

The Chairman and Members
of the Planning Committee.

23rd July, 1976.

SUBJECT Opening of the New Section of Queensway Between
Dixie Road and Cawthra Road.

BACKGROUND The newly constructed section of Queensway between
Dixie Road and Cawthra Road is ready for opening
for public use.

At the Public Works Committee meeting of June 15,
1976, Mr. Bert Mumby appeared to outline his concerns
regarding the expected increase in traffic on Tedwyn
Drive due to the opening of Queensway to Cawthra Road.
He expressed the opinion that traffic will use Tedwyn
Drive to obtain access to Cliff Road.

DISCUSSION A series of mechanical and manual traffic counts were
taken in the months of June and July on Tedwyn Drive
and at its intersection with Cawthra Road in order to
evaluate the existing traffic loading and circulation
in this area.

These counts indicated that in the p.m. peak hour about
200 vehicles northbound on Cawthra Road, 150 vehicles
southbound on Cawthra Road, turn onto Tedwyn Drive to
proceed west and obtain access to the residential area.

In view of the existing population of the residential
area between Cawthra Road and Cliff Road, these traffic
volumes appear reasonable.

The p.m. peak hour traffic volumes are shown on
Exhibit 1.

The impact of the opening of Queensway to Cawthra Road
in terms of traffic volumes is difficult to evaluate
without making a number of assumptions, which cannot
be based on factual data. Further, it is anticipated
that following the opening of the Queensway, the overall
traffic circulation pattern will change gradually and
may not stabilize for two or three months.

Under these circumstances, rather than basing the
recommendations on a number of assumptions, it is
proposed that the Queensway should be opened for

- 2 -

I-13b

traffic between Dixie Road and Cawthra Road. Following the opening, a general surveillance programme of the movement of traffic on Cawthra Road and Tedwyn Drive, should be carried out in the months of October and November, 1976. Under this programme, mechanical and manual counts should be conducted and compared with the counts taken in June and July, 1976 at the same location.

It should be noted that generally the summer counts are lower than the counts taken in October, therefore some nominal increase should be expected. However, if the traffic counts show large increases on Tedwyn Drive, it is suggested that the portion of Queensway between Hanes Road and Cawthra Road should be closed until the Queensway between Cawthra Road and Hurontario Street is completed.

RECOMMENDATIONS

It is recommended:

- (1) that following the opening of the Queensway between Dixie Road and Cawthra Road, a traffic movement monitoring programme should be carried out to determine the traffic impact on Tedwyn Drive in the months of October and November 1976.
- (2) that if the traffic counts show large increases in traffic volumes as compared to the earlier counts, measure should be taken to reduce traffic on Tedwyn Drive, either by traffic operational control or by closing the section of Queensway between Hanes Road and Cawthra Road.
- (3) that every effort should be made for the expedient construction and completion of the section of Queensway between Cawthra Road and Hurontario Street.

D. H. C. Thwaites

D. H. C. Thwaites,
Director, Transportation Planning.

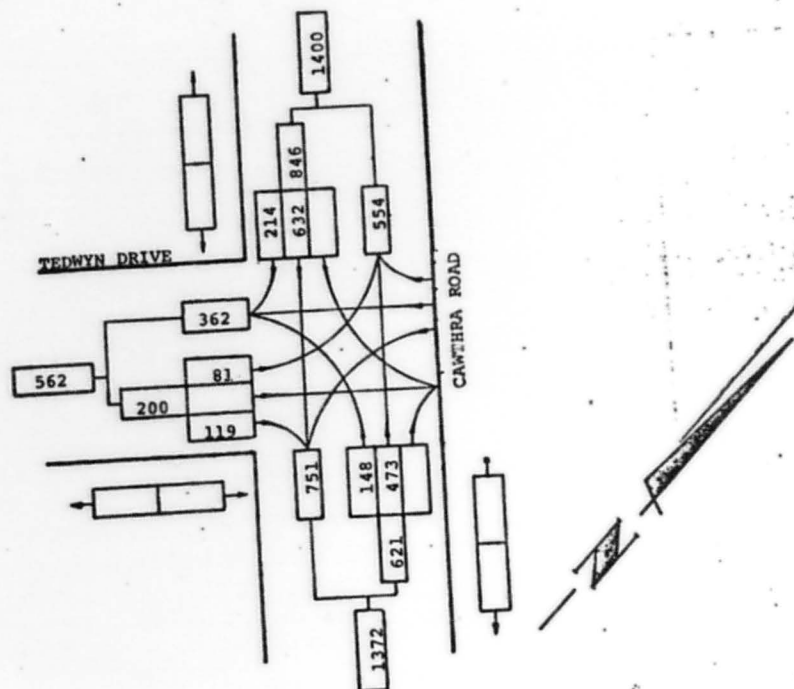
AR/spw

*OK
M. J. Jones*

THE REGIONAL MUNICIPALITY OF PEEL
DIRECTIONAL TRAFFIC FLOW DIAGRAM

2-130

MAJOR STREET CANTARA ROAD MINOR STREET TEDWYN DRIVE
DATE JULY 15, 1976 DAY THURSDAY TIME PERIOD 4:30 p.m. - 5:30 p.m.
WEATHER CLEAR AND SUNNY OPERATOR B. KYLE



	ALL VEHICLES			HEAVY VEHICLES			BUS MOVEMENTS		
	Entering From	Leaving From	Total	Entering From	Leaving From	Total	Entering From	Leaving From	Total
NORTH									
SOUTH									
EAST									
WEST									
TOTAL									

COMMENTS :



1976
Census
of Canada

Recensement
du Canada
de 1976

August 9, 1976.

Mr. Martin L. Dobkin
Mayor
City of Mississauga
1 City Centre Dr.
Mississauga, Ont.
L5B 1M2

Your Worship:

It is my pleasure to provide you with the preliminary census population count for your municipality as of June 1, 1976.

This population figure is, of course, preliminary and is accordingly subject to minor change. The total given, for example, does not include persons who were enumerated at a temporary address (hotels, general hospitals, construction camps, etc.) or those living temporarily outside Canada. These persons will be added to the population counts at their usual place of residence.

Opposite the 1976 population figure you will find the 1971 figure. If the limits of your municipality have changed between 1971 and 1976, the 1971 population figure has been adjusted to relate it to the 1976 limits to facilitate comparison and verification.

	<u>1971</u>	<u>1976</u>
Population:	<u>172,042</u>	<u>246,766</u>

I trust that the 1976 figure corresponds with your own population information. If you wish to report a serious disagreement, please advise me within 10 days, and indicate your alternative population count, its reference date, and the precise population residence rules. Later notices cannot be investigated since they would seriously delay processing of the 1976 census records.

Thanking you for your co-operation, I remain

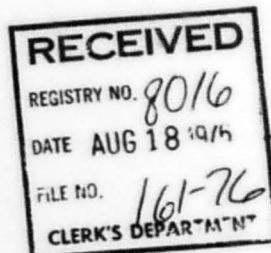
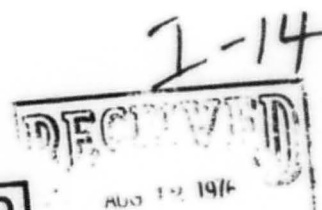
Yours very truly,

R.A. Wallace
Assistant Chief Statistician
Census Field

TO BE RECEIVED.



Statistics Canada Statistique Canada





Ontario

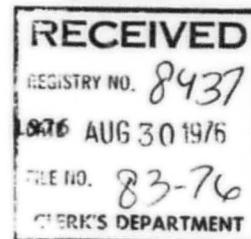
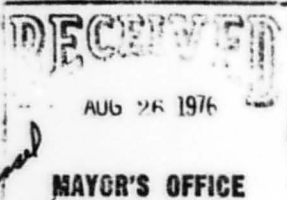
I-15

Office of the
Treasurer
of Ontario

Ministry of Treasury
Economics and
Intergovernmental
Affairs

416/965-6361

Frost Building
Queen's Park
Toronto Ontario



*Refer to Council
Via copy to Council*

August 24,

TO THE HEADS OF COUNCIL FOR THE CONSIDERATION
OF THE COUNCILS OF ALL MUNICIPALITIES

The Municipal Act - Section 447a

I wish to draw to your attention a recent amendment to The Municipal Act, relating to the legal status of certain municipal 'road' works, which I am certain will be of interest to you. Specifically, the amendment inserts a new Section 447a which is intended to remove the apparent legal doubt about the validity of certain road works undertaken without compliance with the requirements of Section 446 for prior public notice and hearings. I expect that you would appreciate a brief explanation of the amendment and the situation that gave rise to it.

First, this amendment is contained in Bill 89, The Municipal Amendment Act, 1976, which received Royal Assent on June 22, 1976. The new Section 447a of The Municipal Act is intended to ensure that no "alteration" or "diversion" to a municipal highway can be removed by a court injunction or order solely on the grounds that a municipality failed to comply with the requirements of Section 446 on or before June 22, 1976. However, Section 447a also provides that the rights of any person to take legal action, including a claim for damages in respect of such "alterations" or "diversions" are not to be affected or prejudiced. I suggest that you seek the advice of legal counsel to ascertain the particular effect of this amendment and the requirements of present legislation on your municipality. However, I will attempt to summarize the background to this amendment for your information.

TO BE RECEIVED. COPY
✓ HAS BEEN SENT TO B.
CLARK & W. TAYLOR.

I-15a

I first wish to make clear that the above amendment in no way is intended to change the existing requirements of Section 446 of The Municipal Act. As you may be aware, Section 446 currently requires a municipality to give public notice of the proposed by-law and, if requested by any person whose land is affected, to hold hearings, before passing a by-law for "stopping up, altering, widening, diverting, selling or leasing a highway or for establishing or laying out a highway". The only exemptions from these requirements are provided under Section 447 in cases of "establishing, laying out or widening" a highway on lands where the municipality either has obtained the owners' consent or has acquired the necessary right-of-way. These then, are the procedural requirements for which many municipalities requested changes, particularly an urgent clarification of the legal status of certain road works made without prior compliance with these requirements.

The specific situation which gave rise to these concerns was a court decision earlier this year affecting the Regional Municipality of Ottawa-Carleton. In that case, the courts determined that, because the Regional Municipality of Ottawa-Carleton had failed to comply with the requirements of Section 446 before passing a by-law for "altering" a regional road, the alteration was not legally authorized. A court injunction was issued requiring the removal of the particular "alteration" and at present, the Regional Municipality may be liable for certain damage claims. Subsequently, the Regional Municipality of Ottawa-Carleton requested the Province to change the requirements of Sections 446 and 447 and to clarify any legal doubt about existing "alterations", "diversions" and other road works, notwithstanding a failure by the municipality to have complied with the requirements for prior notice and hearing procedures. Other municipalities and the Municipal Liaison Committee also submitted to the Province various requests to change these notice/hearing requirements and to establish the legal validity of such municipal road works as "alterations" and "diversions".

From our discussions with these municipalities it was apparent that many municipalities were concerned that they might be confronted with similar legal action as the Ottawa-Carleton case in respect of certain "alterations" and "diversions" to their roads which may have been undertaken unlawfully. I am

I-15D

sure that you will appreciate the earlier concerns of these municipalities about the implications of the Ottawa-Carleton case and the potentially serious problem of legal doubt in respect of a substantial portion of the municipal road system in Ontario. We believe that the provisions of the new Section 447a will satisfactorily resolve that legal doubt without unduly infringing upon the rights of private citizens.

At present, we are continuing our review of the existing requirements of and the requested changes to Sections 446 and 447 for prior public notice and hearing procedures in relation to the various 'road' by-laws. While many municipalities and the Municipal Liaison Committee have already suggested a variety of different changes to these procedural requirements, I am certain that any comments you may wish to make on this general issue would be of assistance to the Treasurer in his consideration of any further amending legislation. In particular, your advice and suggestions would be very useful in our review of this general issue and in any future discussion on it at the Provincial-Municipal Liaison Committee.

I trust this information will be of assistance to you and I look forward to receiving your comments.

Yours very truly,



Keith C. Norton,
Parliamentary Assistant
to the Treasurer.



Ontario

I-16

Office of the
Deputy Minister

Ministry of
Transportation &
Communications

416/248-3804

East Building
Downsview Ontario

August 12, 1976.

His Worship Mayor M. Dobkin and
Members of Council
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

RECEIVED
REGISTRY NO. 8015
DATE AUG 18 4/76
FILE NO. 98-76
CLERK'S DEPARTMENT

DEC 16 1976
MAYOR'S OFFICE

Dear Mayor Dobkin and Council:

The Minister, the Honourable James Snow, has asked that I comment further on the information included in his letter of July 30, 1976.

The location of Highway 403 was established in the early nineteen sixties on the basis of comprehensive functional planning studies which were conducted in consultation with representatives of the municipalities leading to a "Highway Designation" on July 12, 1962. Subsequently, the location was accepted, with only minor modifications, by the Parkway Belt Task Force which again reviewed this section.

One of the primary factors considered in the selection of the proposed route for Highway 403 was the impact on property. By placing the highway south of the existing Hydro corridor and along the back lot line of properties, property severances were minimized and the social impact of a facility of this nature was lessened.

Although there may be benefits to alternative routes, the apparent advantages which may accrue from them must be weighed against other less obvious factors. For example, Highway 403 has been designated for more than thirteen years now and many important decisions, both public and private, have been predicated on this line. Those decisions include plans of subdivision, secondary plans and indeed the official plan review itself.

Inevitably, any change in the alignment of Highway 403 would have disruptive effects on the land use planning in the area and moreover the recycling of the planning and design effort within the Ministry would incur long delays to the implementation of this vital corridor and continue to put overwhelming pressure on the QEW through Mississauga.

....2

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
W. TAYLOR & R. EDMUNDS

I-16a

Mayor M. Dobkin
Members of Council

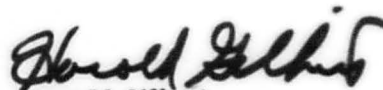
- 2 -

August 12, 1976.

In light of the above and in view of the fact that this is presently under review at a public hearing as a component of the Parkway Belt, we feel that Mississauga should place any information at your disposal with the hearing officer. As a Ministry we have, in the past, provided all pertinent information directly to the hearing officer and will continue to do so.

I trust that this clarifies the Ministry's position.

Yours sincerely,


Harold Gilbert,
Deputy Minister.



Ontario



C.T.V. *

I-17

Ministry of
Transportation and
Communications

Municipal Transportation Branch,
801 Wilson Avenue,
Downsview, Ontario.
M3M 1J8

Mr. T. L. Julian,
City Clerk,
1 City Centre Drive,
Mississauga, Ontario.

August 11th, 1976.

Re: 1976 Supplementary Subsidy Allocation

Dear Sir:

The Honourable James Snow, Minister of Transportation and Communications, has authorized a supplementary subsidy allocation for your municipality in the amount of \$400,000.

\$ 300,000. for Construction
\$ 100,000. for Maintenance

This approval has been given in accordance with the letter of April 15th, 1976 from the Honourable James Snow, Minister of Transportation and Communications to Mayor Dobkin.

The balance of your municipality's supplementary subsidy request was noted but in view of overall priorities and the constraints placed on Ministry funds for 1976 no further approval could be given.

This approval is given subject to the approval of individual works of construction and of contracts for construction or maintenance.

The approval of the Ontario Municipal Board shall be obtained before any expenditure is authorized or work commenced which will be financed by the issue of debentures or monies raised in years subsequent to the term of the present Council.

The total subsidy allocations for Construction and for Maintenance are shown at the bottom of this letter.

Yours very truly,


A. A. Ward,
Director,
Municipal Transportation Branch.

TO BE RECEIVED. COPY HAS
BEEN SENT TO W. TAYLOR,
W. MUNDEN AND D. OGILVIE

	<u>Construction</u>	<u>Maintenance</u>	<u>total</u>
Total of Subsidy Allocations....	\$1,900,000.	\$1,950,000.	\$3,850,000.



Office of the
Minister

Ministry of
Housing

416/965-6456

I-18

RECEIVED	
REGISTRY NO.	8527
DATE	SEP 1 1976
FILE NO.	Queen's Park
CLERK'S DEPARTMENT	

August 27, 1976

His Worship Mayor M. Dobkin,
Mayor of the City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

DEC	
SEP	1976
MAYOR'S OFFICE	

Dear Mayor Dobkin:

Re: Rent Supplement Programme
- Subsidy Agreement

I am pleased to approve, pursuant to Section 17(1) of the Housing Development Act, R.S.O. 1970, Chapter 213, an Agreement between the Corporation of the City of Mississauga and Ontario Housing Corporation.

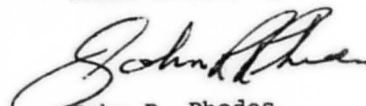
Under this agreement the City of Mississauga has agreed to pay seven and one-half per centum of the operating expenses of a Rent Supplement Programme to assist individuals, senior citizens and families of low income in obtaining rental accommodation.

The Rent Supplement Programme has proven to be very successful in providing accommodation for a large number of needy senior citizens and families in over thirty-five Municipalities in the Province.

The co-operation of the City of Mississauga in the extension of this programme is greatly appreciated.

Yours sincerely,

TO BE RECEIVED.


John R. Rhodes,
Minister of Housing



Environment
Canada

Environnement
Canada

Fisheries and
Marine

Pêches et sciences
de la mer

P.O. Box 344
Burlington, Ontario
L7R 3Y3

(416) 637-4569

RECEIVED
REGISTRY NO. 8280
DATE AUG 24 1976
FILE NO. 114-76
CLERK'S DEPARTMENT

August 23, 1976

Your file Votre référence

Our file Notre référence

5882-70/P588

Mr. L.M. McGillivray,
Deputy City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mr. McGillivray:

Reference is made to your letter of August 18, 1976 to The Honourable Roméo LeBlanc concerning the Council Meeting of the Corporation of the City of Mississauga held August 9, 1976 and Resolution No. 477.

I am enclosing a composite plan showing all Federal lands under the jurisdiction of Small Craft Harbours. It should be noted that this area is outlined in red. Please note that the water lot dimensions along the east and west boundaries have been increased in a southerly direction a distance of 200 feet by Provincial Order-in-Council No. 1293-76. I have outlined in yellow two areas which are presently under lease to the City of Mississauga and have noted the location of the Federal Post Office in green. I believe a copy of this plan was previously forwarded to your Parks Branch when the above-mentioned leased areas were being negotiated. Additional detailed information should be available at your Registry Office and through the Assessment Branch of the Provincial Government.

I have discussed the installation of the paddle wheel restaurant with representatives of S.B. McLaughlin Associates Limited, and I was advised that the owners of the restaurant had requested approval from the City of Mississauga and were told that this installation was outside of their jurisdiction. However, I have since asked S.B. McLaughlin Associates Limited to co-operate with the Municipality in every way possible in order that all parties may be fully informed as to existing installations and future development at Port Credit.

.../2

TO BE RECEIVED. COPY HAS
✓ BEEN SENT TO R. EDMUNDS
AND E. HALLIDAY

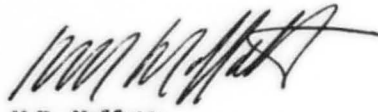
I-19a

- 2 -

It would be most appreciated if you could provide me with a plan showing the boundaries of the City of Mississauga as approved by the Ontario Municipal Board.

If I can be of any further assistance in relation to this matter or any other subject which might arise concerning property under the jurisdiction of Environment Canada, please do not hesitate to contact me.

Yours very truly,



M.H. Moffatt,
Regional Manager,
Small Craft Harbours Branch

Encl.



Minister
Transport Canada

Ministre
Transports Canada

I-20

Mr. Terence L. Julian, A.M.C.T.,
City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

RECEIVED	
REGISTRY NO.	8170
DATE	AUG 23 1976
FILE NO.	104-76
CLERK'S DEPARTMENT	

Dear Mr. Julian:

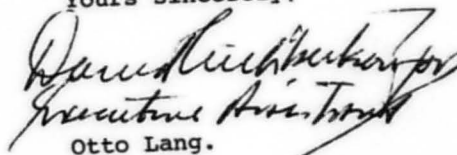
Thank you for your letter of July 7, 1976 in which you relay Resolution No. 422 of the City of Mississauga Council, which states its support for the Controllers' and Pilots' position on the question of bilingual air traffic control in Quebec.

May I point out that there have been many irresponsible and misleading statements made with regard to this matter; for this very reason, I would urge you to circulate the attached information sheet to your Council members, so that they may see the facts as they are -- not as they are made out to be.

The issue here is safety -- it is my prime concern, as I am sure it is your Council's. Should it be proven that aviation safety will in any way be jeopardized by the introduction of bilingual air/ground communications at Mirabel and Dorval, it simply will not happen. There is absolutely no question about that.

I have given my assurance that Transport Canada's primary objective is the safest possible means of air travel for all Canadians -- surely that is our mutual goal.

Yours sincerely,


Otto Lang.

TO BE RECEIVED.

Encl.

I-20a

BILINGUAL AIR/GROUND COMMUNICATIONS ARE NOT UNPRECEDENTED IN
WORLD AIR OPERATIONS: They have been used for many years in
countries such as France, Belgium, Italy, Spain, and many others.

THE REQUIREMENT FOR BILINGUAL AIR/GROUND COMMUNICATIONS IN THE
PROVINCE OF QUEBEC IS NOT NEW: As early as 1962 Transport
Canada recognized the needs of a growing number of French speaking
citizens who like many English speaking citizens in other parts
of Canada wished to fly for business, pleasure or career development.

BILINGUAL AIR/GROUND COMMUNICATIONS WERE FIRST INTRODUCED IN THE
PROVINCE OF QUEBEC TO ENHANCE SAFETY: The 1962 directive issued
by Transport Canada permitted the use of French between controllers
and pilots in Quebec airspace for emergency purposes as a safety
measure. It was felt that under conditions of stress or emergency
a pilot should have the opportunity of communicating with the
control tower in his mother tongue.

THE IMPLEMENTATION OF BILINGUAL AIR/GROUND COMMUNICATIONS HAS
INVOLVED CONSULTATION WITH THE AVIATION COMMUNITY: The Canadian
Owners and Pilots Association, the Canadian Air Traffic Control
Association and the Canadian Airline Pilots Association have all
been aware of the 1962 directive permitting bilingual communications
under emergency conditions. Since that time these associations
have monitored developments toward bilingual air/ground communications.
Results of Transport Canada's task force report in 1975 were
discussed in a series of consultation meetings and participation
has been invited in Transport Canada's electronic simulation
studies.

I-206

TRANSPORT CANADA HAS NOT IMPLEMENTED BILINGUAL AIR/GROUND COMMUNICATIONS

WITHOUT SERIOUS STUDY: Subsequent to the introduction of emergency bilingual air/ground communications in 1962 numerous studies have been made by Transport Canada in line with changing public demand; a fact finding assessment in 1971 concluded that situations did indeed exist where private pilots with a limited knowledge of English required French language communication to obtain assistance; a 1974 investigation carried out by Transport Canada safety experts identified a safety problem in some of the lower density airports in eastern Quebec. As a result bilingual VFR air/ground communications were introduced at five airports, in that province: Quebec City, St. Honoré, Sept-Îles, Baie Comeau and St. Jean.

BILINGUAL AIR/GROUND COMMUNICATION PROCEDURES ARE NO LONGER LIMITED:

Bilingual VFR air/ground communications have been available and in use for two years at these five Quebec airports and have been extended, as well, to Bagotville and Val D'Or.

BILINGUAL AIR/GROUND COMMUNICATIONS ARE IN USE ONLY IN THE QUEBEC

REGION: With the possible exception of the National Capital Region, there is no plan to introduce the use of both languages elsewhere outside the Province of Quebec.

BILINGUAL AIR/GROUND COMMUNICATIONS IN IFR OPERATIONS AND AT MIRABEL AND DORVAL MUST AWAIT THE VERIFICATION OF SAFETY:

Extensive testing is being carried out on Transport Canada's air traffic simulator and 90 days after the completion of these simulation experiments an independent Commission of Inquiry will report on the safety implications.



E 761044

Ontario Municipal Board

IN THE MATTER OF Section 61 of
The Ontario Municipal Board Act,
(R.S.O. 1970, c. 223), and

Section 4 & 5 of The Local Improve-
ment Act, (R.S.O. 1970, c. 255)

- and -

IN THE MATTER OF an application
by The Regional Municipality of
Peel for an order approving:

- (a) the construction of a
local improvement in
accordance with Schedule
"A" hereto, at an esti-
mated cost not exceeding
\$151,000.00 and the
borrowing of money therefor,
and
- (b) the issuance of debentures
therefor in the sum of
\$151,000.00 for a term
of twenty years

BEFORE:

A. M. ARSELL, Q.C.,
Vice-Chairman

- and -

D. E. SMITH,
Member

Thursday, the 12th day of
August, 1976

THE BOARD ORDERS that this application be granted and
that the applicant may proceed with the construction
of a local improvement in accordance with Schedule "A"
hereto, annexed and signed by the Secretary, and the
regional municipality may pass all requisite by-laws,
including debenture by-laws.

K. C. ANDREWS
SECRETARY

ENTERED
G. R. No. E76-3
File No. 84
AUG 19 1976
<i>K. C. Andrews</i>

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
W. TAYLOR & D. OGILVIE.



E 761044

Ontario Municipal Board

SCHEDULE "A"

to the order of the Ontario Municipal Board
made on the 12th day of August, 1976

K. C. ANDREWS
SECRETARY

The Construction in the City of Mississauga of a
sanitary sewer including connections on:

- 1) Durie Road from House Number 5399 to Carolyn Road, a distance of approximately 415 feet.
- 2) Durie Road from Carolyn Road to House Number 5275, a distance of approximately 785 feet.
- 3) Carolyn Road from Durie Road to Creditview Road, a distance of approximately 1,980 feet.

at the costs and charges not exceeding those set out below:

Region's share		\$99,832.80
Owners' share		39,467.20
Per foot frontage:	\$8.00	
Twenty annual installments interest at 10 1/2%		
Annual rate per foot frontage:	\$0.972	
Cost of Connections		\$11,700.00
Cost per connection	\$300.00 residential \$400.00 industrial	
Twenty annual installments interest at 10 1/2%		
Annual rate	\$36.43 residential \$48.60 industrial	
		<u>\$151,000.00</u>



E 761045

I-22

Ontario Municipal Board

IN THE MATTER OF Section 64 of
The Ontario Municipal Board Act,
(R.S.O. 1970, c. 183), and

Section 11 of The Local Government
Act, (R.S.O. 1970, c. 255)

- and -

IN THE MATTER OF an application
by The Regional Municipality of
Peel for an order approving:

- (a) the construction of a
local improvement in
accordance with Schedule
"A" hereto, at an esti-
mated cost not exceeding
\$58,000.00 and the borrowing
of money therefor, and
- (b) the issuance of debentures
therefor in the sum of
\$58,000.00 for a term of
twenty years

BEFORE:

A. H. ARRELL, Q.C.,
Vice-Chairman

- and -

E. L. SMITH,
Member

Thursday, the 12th day
August, 1976

THE BOARD ORDERS that this application be granted and
that the applicant may proceed with the construction
of a local improvement in accordance with Schedule "A"
hereto, annexed and signed by the Secretary and the
regional municipality may pass all requisite by-laws,
including debenture by-laws.

E. C. ANDREWS
SECRETARY

ENTERED
C. & No. E-76-3
File No. 82
AUG 19 1976
<i>K. Andrews</i>

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
W. TAYLOR & D. OGILVIE.



E 761045

Ontario Municipal Board

SCHEDULE "A"

Be the order of the Ontario Municipal Board
made on the 12th day of AUGUST, 1979

K. C. ANDREWS
SECRETARY

The Construction in the City of Mississauga of
sanitary sewers including connections on:

- 1) Harbora Road from Autumn Breeze Drive to Grange
Drive, a distance of approximately 620 feet.
- 2) Autumn Breeze Drive the entire length a distance
of approximately 540 feet.

at the costs and charges not exceeding those set out
below:

Region's share:	\$38,511.00
Owners of House #50, 60 and 69 on Harbora Road share:	1,588.20
Remaining Owners' share:	12,500.80

Per foot frontage:	\$6.00 House #50, 60 and 69 Harbora Road
	\$8.00 Remaining

Twenty annual installments
interest at 10 1/4%

Annual rate per foot frontage:	\$0.729 House #50, 60 and 69 Harbora Road
	\$0.972 Remaining

I-22b

8 761045

- 2 -

Cost of Connections
Cost per connection 8300.00
Twenty annual installments
Interest at 10%
Annual rate 8 36.45

85,400.00

858,000.00



E 76625

Ontario Municipal Board

IN THE MATTER OF Section 64 of
The Ontario Municipal Board Act,
(R.S.O. 1970, c. 243), and

Section 11 of The Local Improvement
Act, (R.S.O. 1970, c. 255)

- and -

IN THE MATTER OF an application
by The Regional Municipality of
Peel for an order approving:

- (a) the construction of a
local improvement in
accordance with Schedule
"A" hereto, at an esti-
mated cost not exceeding
\$80,000.00 and the borrowing
of money therefor, and
- (b) the issuance of debentures
therefor in the sum of
\$80,000.00 for a term of
twenty years,

BEFORE:

A. H. ARRELL, Q.C.,
Vice-Chairman

- and -

B. E. SMITH,
Member

Thursday, the 12th day
of August, 1976

THE BOARD ORDERS that this application be granted and
that the applicant may proceed with the construction
of a local improvement in accordance with Schedule "A"
hereto, annexed and signed by the Secretary, and the
regional municipality may pass all requisite by-laws,
including debenture by-laws.

K. C. ANDREWS
SECRETARY

ENTERED
O.E. No. E76-3
File No. 83
AUG 19 1976
<i>K. C. Andrews</i>
SECRETARY, ONTARIO MUNICIPAL BOARD

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
W. TAYLOR & D. OGILVIE.

I-23



B 76625

I-23a

Ontario Municipal Board

SCHEDULE "A"to the order of the Ontario Municipal Board
Made on the 12th day of AUGUST, 1976K. G. ANDREWS
SECRETARY

The Construction in the City of Mississauga of a
sanitary sewer including private drain connections
on Frenchie Way from house Number 51 to house Number
209, a distance of approximately 1,380 feet, at the
costs and charges not exceeding those set out below

Region's share	\$63,889.60
Owners' share	12,210.40

Per foot frontage:	\$8.00
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Twenty annual installments
interest at 10 1/2%

Annual rate per foot frontage:	\$0.972
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Cost of Connections	3,900.00
---------------------	----------

Cost per connection	\$300.00 - Residential
	\$400.00 - Industrial

Twenty annual installments
interest at 10 1/2%

Annual rate	\$36.45 - Residential
	\$48.60 - Industrial

\$80,000.00



A 75354

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 369) as amended

- and -

IN THE MATTER OF an appeal by
The Corporation of the City of
Mississauga from a decision of
the Committee of Adjustment of
the City of Mississauga

RECEIVED
REGISTRY NO. 7556
DATE AUG 6 1976
FILE NO. 60-76
CLERK'S DEPARTMENT

BEFORE:

W. SHUB, Q.C.
Chairman

- and -

D. S. COLBOURNE
Member

FRIDAY the 23rd day
of JULY, 1976

UPON APPEAL from a decision of the Committee of Adjustment granting an application by Charles Eakins, Sheila Eakins and William Smyth for a variance from the provisions of By-law 5500 of the City of Mississauga, as amended, to permit the parking spaces for apartment building premises known municipally as 3141 Jaguar Valley Drive to be reduced by 16 spaces to 36 parking spaces as a result of an expropriation by the City of Mississauga of part of the subject property for road improvements, notwithstanding that the said by-law requires a minimum of 52 parking spaces, and the appeal having been withdrawn by memorandum in writing filed;

THE BOARD ORDERS that this appeal is hereby dismissed.

C. SARUYAMA
ACTING SECRETARY

ENTERED
C.R. No. 475-3
File No. 395
AUG 3 1976
H. Andrews

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
R. EDMUNDS & B. CLARK



M 75255

Ontario Municipal Board

IN THE MATTER OF Section 52(4)
of The Local Improvement Act,
(R.S.O. 1970, c. 255),

- and -

IN THE MATTER OF an appeal
from the decision of His
Honour Judge West, Judge
of the Judicial District
of Peel, dated the 4th day
of November, 1975, with
respect to the construction
of a sewer on lot 17,
according to Registered Plan
748, known municipally as
1702 Ruscombe Close, in the
City of Mississauga

BETWEEN:

Michael Arthur Harrison and
Elizabeth Marshall Harrison

Appellants

- and -

The Corporation of the City
of Mississauga

Respondent

APPOINTMENT FOR HEARING

THE ONTARIO MUNICIPAL BOARD hereby appoints Friday, the
12th day of November, 1976 at the hour of ten o'clock
(local time) in the forenoon at the Board's Chambers,
180 Dundas Street West, 8th Floor, in the City of Toronto
for the hearing of this appeal.

If you do not attend and are not represented at this
hearing, the Board may proceed in your absence and you
will not be entitled to any further notice of the proceedings.

DATED at Toronto this 4th day of August, 1976.

SECRETARY

✓ TO BE RECEIVED. COPY HAS
BEEN SENT TO W. TAYLOR AND
B. CLARK.



Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended;

- and -

IN THE MATTER OF an appeal by
Antonio Terlizzi and Salvatore
Terlizzi from a decision of the
Committee of Adjustment of the
City of Mississauga

BEFORE:

K. D. HILMHART
Member

Friday, the 20th day of
August, 1976

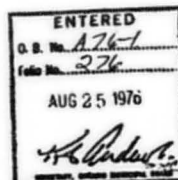
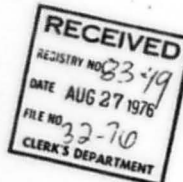
UPON APPEAL from a decision of the Committee of
Adjustment dismissing an application for a variance
from the provisions of By-law 5000 of the City of
Mississauga, as amended, for permission to construct a
patio cover onto an existing dwelling house known
municipally as 1210 Playford Road, notwithstanding
that the patio cover will have a side yard setback of 7
inches; whereas, the said by-law requires a minimum
side yard setback of 6.0 feet;

THE BOARD ORDERS, that this appeal is hereby allowed,
the decision of the Committee of Adjustment set aside
and the application for variance is hereby granted.

K. C. ANDREAS
SECRETARY

TO BE RECEIVED. COPY HAS
BEEN SENT TO B. CLARK,
R. EDMUNDS AND K. COWAN

A 76514



I-26



A 76524

I-27

Ontario Municipal Board

IN THE MATTER OF Section 42
of The Planning Act (R.S.O.
1970, c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
George Eugene Hardie and Mary
Kathleen Hardie from a decision
of the Regional Municipality
of Peel Land Division Committee

RECEIVED	
REGISTRY NO.	
DATE	AUG 24 1976
FILE NO.	
CLERK'S DEPARTMENT	

BEFORE :

A. H. ARRELL, Q.C.
Vice-Chairman

)
) Wednesday, the 18th day of
) August, 1976
)

UPON APPEAL from a decision of the Land Division
Committee dismissing an application for consent to
convey lands being composed of part of Lot 26,
Concession 2, S.D.S., formerly in the Town of Mississauga
and now in the City of Mississauga;

THE BOARD ORDERS, that this appeal is hereby dismissed.

K. C. ANDREWS
SECRETARY

ENTERED	
O.R. No.	
Fee No.	
AUG 24 1976	
<i>K. C. Andrews</i>	
SECRETARY, ONTARIO MUNICIPAL BOARD	

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
R. EDMUNDS & B. CLARK



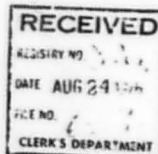
A 76863

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 319) as amended,

- and -

IN THE MATTER OF an appeal by
Vincenzo Ruso and Gus Schirripa
from a decision of the Regional
Municipality of Peel Land Division
Committee



APPOINTMENT FOR HEARING

Vincenzo Ruso and Gus Schirripa having appealed from a decision of the Regional Municipality of Peel Land Division Committee dated the 1st day of April, 1976, whereby the Committee dismissed their application for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of 60 feet on Carolyn Road and an area of 0.637 acres, the lands in question being composed of part of Lot 2, according to Registered Plan A-15, formerly in the Town of Mississauga and now in the City of Mississauga;

THE ONTARIO MUNICIPAL BOARD hereby appoints Friday, the 1st day of October, 1976, at the hour of ten o'clock (local time) in the forenoon at the Bramalea Civic Centre, Bramalea, for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto this 24th day of August, 1976.

SECRETARY

✓ TO BE RECEIVED.
COPY HAS BEEN SENT TO
R. EDMUNDS & B. CLARK

I-29

J. A. McNEVIN, B.C. (1904-1951)
FRANK R. GEE, Q.C., B.A.
L. G. O'CONNOR, Q.C., B.Sc., B.A.
JAMES B. GEE, LL.B.

McNEVIN, GEE & O'CONNOR
BARRISTERS, SOLICITORS, ETC.
43 WILLIAM STREET, NORTH
CHATHAM, ONTARIO
N7M 5K1

MAILING ADDRESS: P.O. BOX 48
TELEPHONE 352-5450
AREA CODE 519

August 26, 1976.

Union Gas re: Interim Rate Hearing July 1976
Re: Ontario Energy Board Rate Order #343-I-3
dated August 24, 1976

We are general Solicitors for Union Gas Limited who acted for Union on its recent Application to the Ontario Energy Board for an interim increase in its rates for the sale, transportation and storage of gas. The Board has now issued the above mentioned Order with respect to that Application and has directed that we serve you with a copy of it. The same is enclosed herewith.

Yours very truly,

McNEVIN, GEE & O'CONNOR,

per: *L. G. O'Connor*

LGO:RT
Enc. (1)

REGISTERED MAIL

RECEIVED	
REGISTRY NO.	837
DATE	AUG 27 1976
FILE NO.	7-70
CLERK'S DEPARTMENT	

✓ TO BE RECEIVED.
COPY HAS BEEN SENT
TO B. CLARK.



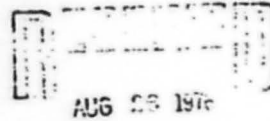
Ontario
Energy
Board

(416) 965-2851

14 Carlton Street
Toronto, Ontario
M5B 1K5

I-29a

August 24, 1976



Mr. L. G. O'Connor, Q.C.
McNevin, Gee & O'Connor
43 William Street North
CHATHAM, Ontario
N7M 5K1

McNEVIN, GEE & O'CONNOR

Dear Mr. O'Connor:

Re: Union Gas - Interim Order
- E.B.R.O. 343 I-3

Further to the Board's Reasons for Decision dated August 11, 1976, I now enclose herewith an executed copy of the Board's Order resulting therefrom. You will note that the Board has agreed with the proposals set forth in your recent letter to Miss Wychowanec, except for those parts deleted from paragraph 5(i) and (ii).

The Board has also noted that the rates numbered 13 and 14 in paragraph 3 were not specifically dealt with in the Reasons for Decision, but has allowed the reference since it makes no material difference to the intent of that Decision.

Miss Wychowanec advises me that she attempted to contact you and Mr. Jolley at Union with respect to the above matters, but without success.

Please serve true copies of this Order upon the clerks of all municipalities served and on all persons or their counsel who appeared at the hearing.

Yours truly,

S.A.C. Thomas
Secretary to the Board

SAC:nl

Encl.

I-296

ONTARIO ENERGY BOARD

IN THE MATTER OF The Ontario Energy Board
Act, R.S.O. 1970, Chapter 312 and in
particular Section 19 thereof;

AND IN THE MATTER OF an Application by Union
Gas Limited to the Ontario Energy Board for
an Order or for Orders approving or fixing
just and reasonable rates and other charges
for the sale, distribution, transmission and
storage of gas;

AND IN THE MATTER OF an Application by Union
Gas Limited to the Ontario Energy Board
pursuant to Section 15(8) and Section 19 of
the said Act for an Interim Order approving
or fixing rates, pending the final disposition
of the Application referred to in the paragraph
above.

B E F O R E:

S. J. Wychowanec,
Presiding Member,

and

R. H. Lamb,
Member.

Wednesday, the 21st and
Thursday, the 22nd days
of July, 1976.

-1

O R D E R

1-

Upon the Application of Union Gas Limited ("Union") to the
Ontario Energy Board ("the Board") dated the 4th day of November, 1975
("the Main Application") for an Order or Orders to approve or fix just
and reasonable rates and other charges for the sale of gas and for
the storage and transportation of gas for others; upon the Main
Application still pending before the Board and Union by Application
dated the 10th day of June, 1976 ("the said Application") having applied
to the Board pursuant to Section 19 and Section 15(8) of The Ontario
Energy Board Act, R.S.O. 1970, Chapter 312 ("the said Act") for an
Interim Order authorizing it to increase its rates and charges pending
the final disposition of the Main Application, and, dispensing with

I-29C

the determination of a rate base; upon the said Application and Notice of Application and Hearing thereof having been duly served and published as directed by the Board, making provision for a hearing of the said Application by the Board at its Offices at Toronto, Ontario, the 21st day of July, 1976; upon Union having duly served and filed Notice of Motion dated the 13th day of July, 1976 to amend the said Application ("the said Motion") returnable before the Board on the time and place aforesaid, together with Particulars dated the 13th day of July, 1976 of the specific increases requested by Union; upon the said Application and the said Notice of Motion coming on for hearing by the Board at the time and place aforesaid in the presence of Counsel for Union, Counsel for the Board, Counsel for Anschutz (Canada) Exploration Limited, for Dow Chemical of Canada, Limited, for TransCanada Pipelines Limited, for The Consumers' Gas Company, for The Corporation of the City of Kitchener and for Allied Chemical Canada Limited, Canadian Industries Limited and Polysar Limited; upon the Board granting the said Motion and dismissing a request of The Corporation of the City of Windsor for an adjournment of the hearing of the said Application, and, then hearing the evidence adduced and receiving the Exhibits filed and hearing Counsel aforesaid with respect to the said Application and then reserving decision, and upon the Board subsequently issuing Reasons for Decision dated the 11th day of August, 1976, directing the issuance of this Order in accordance therewith;

Pursuant to Section 19 and Section 15(8) of the said Act,

1. THIS BOARD DOETH ORDER that the determination of a rate base for Union is dispensed with at this time.
2. THIS BOARD DOETH FURTHER ORDER that notwithstanding any existing Decision or underlying Order of the Board with respect to

1-29d

rates to be charged or charges to be made by Union for the sale, transportation and storage of gas and pending the final determination of the Main Application, Union be and it is hereby authorized to increase its current rates and charges and the customer shall pay such increase, in the manner following:

(a) effective September 1, 1976,

(i) an increase in the interruptible portion of Rate #9 and to all customers purchasing gas under contracts containing a price escalation clause, in accordance with the appropriate escalation clause in the individual contract.

(ii) increases as follows in the rates currently prescribed in Rate #12 (Storage and Transportation Rates with respect to Service under Listed Contracts):-

- (a) an increase of 0.13 cents in the Space Charge prescribed for Storage Service;
- (b) an increase of 28.00 cents in the Demand Charge prescribed for Storage Service;
- (c) an increase of 0.35 cents in each of the Commodity Charges prescribed for Storage Service;
- (d) an increase of 6.00 cents in the Demand Charge prescribed for Transportation Service, without Dawn Compression;
- (e) an increase of 4.00 cents in the Demand Charge prescribed for Transportation

I-29E

Service, With Dawn Compression.

(b) effective with consumption on and after October 19, 1976,

- (i) an increase of \$1.00 in the minimum monthly fixed charges prescribed under Rate #1 (Residential Service Rate), under Rate #2 (General Service Rate) and in the Supplemental Service to Customers under Grouped Meters prescribed under Rate #2.
- (ii) an increase of 35.40 cents per Mcf in the commodity charge currently prescribed under Rate #1, 20.66 cents per Mcf in the commodity charge currently prescribed under Rate #2 and under Rate #3 (General Service Seasonal Air Conditioning Rate), of 19.66 cents per Mcf in the commodity charge currently prescribed in paragraph (c) under Rate #4 (Firm and Industrial Commercial Contract Rate) and of 35.40 cents per Mcf in the commodity charge currently prevailing under the firm portion of Rate #9 (Large Contract Quantity Service Rate) and under Rate #8 (Small Contract Quantity Service).

3. THIS BOARD DOETH FURTHER ORDER that the rates and charges set forth as Rate #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13 and #14, applied in the manner therein set forth, are just and reasonable and are hereby fixed and approved to be charged by Union and to be paid to Union for the various services therein prescribed,

I-29F

pending the final determination of the Main Application but subject to such further Order as the Board may make.

4. THIS BOARD DOETH FURTHER ORDER that the increase in gas cost to Union resulting from an increase effective July 1, 1976 in CD-100 Service from TransCanada Pipelines Limited, shall be reflected from and after July 1, 1976 in the application of the YCNR formula under Rate #12.

5. THIS BOARD DOETH FURTHER ORDER that the interim rates approved by this Order shall be subject to the following conditions:-

(i) The interim rates hereby authorized are subject to full examination by the Board at a hearing of the current Main Application and save and except for those amounts which Union may already pass on without this Order to customers who purchase under contracts containing an escalation clause, may be altered or changed as the Board may direct, and Union shall refund to its customers such amount as the Board may direct or make such other adjustments as the Board may direct with respect to the amounts collected pursuant to this Order that are found to be excessive as a result of such examination;

(ii) Union shall keep accurate account pending examination and further order by the Board, in detail of all amounts collected pursuant to this interim Order specifying on whose behalf such amounts are paid, so that the Board may be in a position after such examination to require Union to refund to the persons on whose behalf such amounts were paid, such portion thereof as may be found appropriate by the Board;

(iii) with the first bills rendered to customers, (other than those who purchase under contracts containing escalation clauses) incorporating the increases authorized under this Order Union shall send each affected customer Notice in a form approved by the Board indicating that the increased rate is interim and subject to possible adjustment as the Board may direct;

I-299

- (iv) that nothing in this Order contained shall relieve Union from the burden of proof upon review of the increases authorized by this Order, that the same are just and reasonable.

6. AND THIS BOARD DOETH FURTHER find that the interim rate increases approved by this Order are in compliance with The Anti-Inflation Act and the Guidelines.

ISSUED at Toronto, this 24TH day of August, 1976.

ONTARIO ENERGY BOARD


S.A.C. Thomas, Board Secretary.

Interim

I-29H

UNION GAS LIMITED
RATE #1
RESIDENTIAL SERVICE RATE

Availability

For all residential customers in the entire natural gas service area of the Company.

Character of Service

Who may take service

Residential service is available to customers for use in premises used primarily as a private residence or in an individually metered single family unit within a multiple family dwelling.

Rate

Monthly fixed charge	\$3.00 per month
and	
First 1,000 cubic feet consumed per month	.20812 per Ccf.
All over 1,000 cubic feet consumed per month	.23012 per Ccf.

Supplemental Air Conditioning Service

For all residential customers who have installed and use gas fired air cooling equipment in premises above described.

For all gas consumed by such customer in each month as recorded by the monthly meter reading in the five month period in each year beginning with the Company's regular meter reading for such customer in the month of June and ending with the Company's regular meter reading for such customer in the month of October. In such five month period such customer shall pay:

Monthly fixed charge	\$3.00
and	
First 1,000 cubic feet consumed per month	.20812 per Ccf.
Next 2,500 cubic feet consumed per month	.23012 per Ccf.
All over 3,500 cubic feet consumed per month	.20312 per Ccf.

Proration of Monthly Fixed Charge

During any month in which a customer terminates service or begins service, the fixed charge for the month will be prorated to such customer.

Bi-Monthly Meter Readings

Gas consumption by each customer under this rate schedule shall be determined by meter reading provided that if bi-monthly readings are made, the Company may estimate the consumption for every second month and render a monthly bill to such customer therefor, and provided further that in circumstances beyond the control of the Company such as strikes or non-access to a meter, the Company may estimate the consumption each month as of the scheduled date of the regular monthly meter reading and render a monthly bill to the customer therefor.

Delayed Payment

When payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the gas consumption portion of the total sum of the bill is calculated shall be increased by an amount sufficient to increase such portion by five percent (5%) which increased amount shall be due and payable thereafter.

Effective - 19 October, 1976
OEB. Order #E.B.R.O. 343-I-3.

Chatham, Ontario

Company Policy Relating to Terms of Service

- (1) Gas purchased under this rate schedule shall not be resold, directly or indirectly by the customer.
- (2) Customers who temporarily discontinue service during any twelve consecutive months without payment of a minimum bill for the months in which gas is temporarily disconnected shall pay for disconnection and reconnection.

UNION GAS LIMITED
RATE #2
GENERAL SERVICE RATE

Interim

I-291

Availability

For all commercial and industrial purposes in the entire natural gas service area of the Company.

Character of Service

Who may take service

General service rate is available to all customers not served under the Residential Service Rate.

Rate

Monthly fixed charge	\$3.00
and	
First 50 Mcf. consumed per month	2.1838 per Mcf.
Next 150 Mcf. consumed per month	2.0338 per Mcf.
Next 13,800 Mcf. consumed per month	1.9338 per Mcf.
All over 14,000 Mcf. consumed per month	1.8338 per Mcf.

Pro-ration of Monthly Fixed Charge

During any month in which a customer terminates service or begins service, the fixed charge for the month will be prorated to such customer.

Bi-Monthly Meter Readings

Gas consumption by each customer under this rate schedule shall be determined by meter reading provided that if bi-monthly readings are made, the Company may estimate the consumption for every second month and render a monthly bill to such customer therefor, and provided further that in circumstances beyond the control of the Company such as strikes or non-access to a meter, the Company may estimate the consumption each month as of the scheduled date of the regular monthly meter reading and render a monthly bill to the customer therefor.

Supplemental Service to Customers under Grouped Meters

Combination of readings from several meters may be done at the Company's sole discretion for Boards of Education, for public buildings covered by franchise agreement and in cases where meters are located on a contiguous owned piece of property not divided by a public right-of-way. In such cases an additional service charge shall be rendered each month in the amount of \$3.00 for each such meter so combined.

Delayed Payment

When payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the gas consumption portion of the total sum of the bill is calculated shall be increased by an amount sufficient to increase such portion by five percent (5%) which increased amount shall be due and payable thereafter.

Effective - 19 October, 1976
OEB. Order # E.B.R.O. 343-I-3.

Chatham, Ontario

Company Policy Relating to Terms of Service

- (1) Gas purchased under this rate schedule shall not be resold, directly or indirectly by the customer.
- (2) Customers who temporarily discontinue service during any twelve consecutive months without payment of a minimum bill for the months in which the gas is temporarily disconnected shall pay for disconnection and reconnection.

Interim
I-29J

UNION GAS LIMITED
RATE #3
GENERAL SERVICE SEASONAL AIR CONDITIONING RATE

Availability

For all commercial and industrial purposes in the entire natural gas service area of the Company.

Character of Service

Who may take service

General Service Seasonal Air Conditioning Rate is available to all customers not served under the Residential Service Rate.

Rate

For all gas consumed by each customer, as separately metered for air cooling purposes only, for all air cooling and for heating purposes only where such customer has installed combination equipment designed to perform both functions and gas consumed therein for cooling purposes only cannot be separately metered, as recorded by monthly meter readings in the five month period in each year beginning with the Company's regular meter reading for such customer in the month of June and ending with the Company's regular meter reading for such customer in the month of October, such customer shall pay at the following rates:

First 10 Mcf. per month	\$1.8838 per Mcf
All over 10 Mcf. per month	1.7338 per Mcf

Bi-Monthly Meter Readings

Gas consumption by each customer under this rate schedule shall be determined by meter reading provided that if bi-monthly readings are made, the Company may estimate the consumption for every second month and render a monthly bill to such customer therefor, and provided further that in circumstances beyond the control of the Company such as strikes or non-access to a meter, the Company may estimate the consumption each month as of the scheduled date of the regular monthly meter reading and render a monthly bill to the customer therefor.

Delayed Payment

When payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the gas consumption portion of the total sum of the bill is calculated shall be increased by an amount sufficient to increase such portion by five percent (5%) which increased amount shall be due and payable thereafter.

Effective - 19 October, 1976
OEB. Order #E.B.R.O. 343-I-3.

Chatham, Ontario

Company Policy Relating to Terms of Service

- (1) Gas purchased under this rate schedule shall not be resold, directly or indirectly by the customer.

Interim

UNION GAS LIMITED
RATE #4
FIRM INDUSTRIAL AND COMMERCIAL CONTRACT RATE

I-29K

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service

A customer who uses gas for industrial or commercial purposes and enters into a contract with the Company for a supply of gas for a minimum period of one year at a daily contracted demand of not less than 300 Mcf nor more than 5,000 Mcf.

Rate

Bills will be rendered monthly during the term of contract, according to the total of charges under the following schedule:

(a) Demand charge, including 15 Mcf per Mcfd of contracted demand:

For the first 300 Mcf of contracted demand or less . . .	\$5,625.00
For each of the next 700 Mcf of contracted demand . . .	\$ 18.75
For each Mcf of contracted demand over 1,000 Mcf . . .	\$ 17.25

(b) Commodity charge for use of gas in excess of 15 Mcf per Mcfd of contracted demand, per Mcf:

For the first 15,000 Mcf of such use	\$ 0.75
For the remainder of such use	\$ 0.70

(c) Commodity Charge for all gas consumed per Mcf \$ 0.6738

Provided that if on any day during the contract year the customer shall take a volume of gas in excess of 102% of the contracted demand, the volumes taken in any month in excess of 102% of the contracted demand shall be paid for at the rate of \$3.00 per Mcf.

Btu Adjustment Clause

The contracted demand and the price provided for in any contract entered into between the Company and a customer pursuant to this rate schedule shall contemplate gas deliveries thereunder which shall have a nominal monthly average total heating value of not less than 1,000 Btu per cubic foot. In the event that the average total heating value of the gas per cubic foot in any one month falls below 1,000 Btu per cubic foot, an adjustment shall be made in the total amount of the bill otherwise payable for such month. Such adjustment shall be determined by multiplying said amount so otherwise payable by a fraction the numerator of which is the monthly arithmetical average total heating value per cubic foot of gas so determined and the denominator of which is 1,000. Such adjustment shall be reflected in the bill rendered for such month and the adjusted amount shall be the amount paid by the customer for that month. In the event that the customer should be obligated to pay for any gas not actually taken in any contract year, in respect of a month during such year in which no deliveries of gas were made to the customer the average total heating value of such gas shall be assumed to be the average total heating value per cubic foot of the gas delivered to the customer during the immediately preceding month in which deliveries of gas were taken.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

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Definitions

"Month" means a period beginning at 8:00 a.m. local time on the first day of a calendar month and ending at 8:00 a.m. local time on the first day of the following calendar month.

"Day" means a period of 24 consecutive hours beginning at 8:00 a.m. local time.

"Contracted Demand" means the maximum volume of gas the Company is obligated to deliver to the consumer on any one day as specified in the individual contract between the Company and the Consumer.

Effective - 19 October, 1976
OEB, Order #E.B.R.O. 343-I-3.

Chatham, Ontario

Company Policy Relating to Terms of Service

Gas purchased under this rate shall not be resold, directly or indirectly, by the customer.

UNION GAS LIMITED
RATE #5
INTERRUPTIBLE INDUSTRIAL AND COMMERCIAL CONTRACT RATE

Interim

I-29M

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service

A Customer who:

- (i) uses gas for Industrial or Commercial purposes and enters into a contract with the Company for a supply of gas for a minimum period of one contract year at a daily contracted demand of not less than 300 Mcf, which contract shall provide that deliveries of gas thereunder shall be subject to interruption or curtailment by the Company on such number of days in each contract year, and on such notice by the Company to the customer as shall be specified in the contract, and
- (ii) has a standby fuel supply other than natural gas and a standby combustion system to utilize during periods of interruption or curtailment of service under any contract entered into pursuant to this rate schedule.

Rate

1. The price of all gas delivered by the Company to the customer under such contract shall be negotiated between the Company and the customer provided that the price shall not exceed \$1.8325 per Mcf nor be less than \$1.4825 per Mcf. The price shall be negotiated on the basis of the following considerations:
 - (a) the volume of gas for which the customer is willing to contract,
 - (b) the load factor of the customer's anticipated gas consumption, and the minimum annual quantity of gas which the customer is willing to contract to take or in any event pay for,
 - (c) the cost to the Company of the facilities required to provide service.
2. In each contract year the customer shall purchase from the Company, or in any event pay for if available and not accepted by the customer, a minimum volume of gas as specified in the contract between the parties.
3. If on any day during the contract year the customer shall take a volume of gas in excess of the contracted demand then in effect by more than five percent (5%) of such contracted demand then such volume of gas in excess of one hundred and five percent (105%) of such contracted demand shall be construed as Unauthorized Over-Run Gas. In the event the customer on any day takes a volume of gas constituting Unauthorized Over-Run Gas, the customer shall pay the Company at the rate of \$3.00 per Mcf for the volume of such Unauthorized Over-Run Gas, provided that the Company may agree to exempt the customer from liability hereunder.

Btu Adjustment Clause

The contracted demand and the price provided for in any contract entered into between the Company and a customer pursuant to this rate schedule shall contemplate gas deliveries thereunder which shall have a nominal monthly average total heating value of not less than 1,000 Btu per cubic foot. In the event that the average total heating value of the gas per cubic foot in any one month falls below 1,000 Btu per cubic foot, an adjustment shall be made in the total amount of the bill otherwise payable for such month. Such adjustment shall be determined by multiplying said amount so otherwise payable by a fraction the numerator of which is the monthly arithmetical average total heating value per cubic foot of gas so determined and the denominator of which is 1,000. Such adjustment shall be reflected in the bill rendered for such month and the adjusted amount

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shall be the amount paid by the customer for that month. In the event that the customer should be obligated to pay for any gas not actually taken in any contract year, in respect of a month during such year in which no deliveries of gas were made to the customer, the average total heating value of such gas shall be assumed to be the average total heating value per cubic foot of the gas delivered to the customer during the immediately preceding month in which deliveries of gas were taken.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

Definitions

"Month" means a period beginning at 8:00 a.m. local time on the first day of a calendar month and ending at 8:00 a.m. local time on the first day of the following calendar month,

"Day" means a period of 24 consecutive hours beginning at 8:00 a.m. local time,

"Contracted Demand" means the maximum volume of gas the Company is obligated to deliver to the customer on any one day as specified in the individual contract between the Company and the consumer.

NOTE:

This rate schedule is approved by the Ontario Energy Board on an interim basis only pending approval by the Board of specific rates which will apply to any contract entered into after the effective date of such approval by the Board. Billings under this interim rate schedule are not subject to adjustment except with respect to any increase resulting from E.B.R.O. 343-I-3.

Effective - 1 September, 1976
OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario.

Company Policy Relating to Terms of Service

Gas purchased under this rate shall not be resold, directly or indirectly by the customer.

UNION GAS LIMITED
RATE #6
SEASONAL INDUSTRIAL AND COMMERCIAL CONTRACT RATE

I-290

Interim

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service

A customer who uses gas for industrial or commercial purposes and enters into a contract with the Company for a supply of gas during a season or seasons at an anticipated average daily demand of not less than 300 Mcf.

Rate

The price of all gas delivered by the Company to the customer under such contract shall be negotiated between the Company and the customer provided that such price shall not exceed \$1.8325 per Mcf nor be less than \$1.3825 per Mcf. The price shall be negotiated on the basis of the following considerations:

1. (a) The volume of gas for which the customer is willing to contract,
(b) The load factor of the consumer's anticipated gas consumption, and the minimum seasonal quantity of gas which the customer is willing to contract to take or in any event pay for,
(c) The seasonal characteristics of the customer's anticipated gas consumption,
(d) The cost to the Company of the facilities required to provide service.
2. If in any season the customer shall take a volume of gas in excess of the maximum volume of gas which the Company is obligated to deliver to the customer during such season under a contract between the Company and such customer pursuant to this rate schedule, the customer shall pay the Company \$3.00 per Mcf for such excess volume. Any payment to be made by the customer to the Company hereunder shall be made in the month next following the end of such season.

Btu Adjustment Clause

The contracted demand and the price provided for in any contract entered into between the Company and a customer pursuant to this rate schedule shall contemplate gas deliveries thereunder which shall have a nominal monthly average total heating value of not less than 1,000 Btu per cubic foot. In the event that the average total heating value of the gas per cubic foot in any one month falls below 1,000 Btu per cubic foot, an adjustment shall be made in the total amount of the bill otherwise payable for such month. Such adjustment shall be determined by multiplying said amount so otherwise payable by a fraction the numerator of which is the monthly arithmetical average total heating value per cubic foot of gas so determined and the denominator of which is 1,000. Such adjustment shall be reflected in the bill rendered for such month and the adjusted amount shall be the amount paid by the customer for that month. In the event that the customer should be obligated to pay for any gas not actually taken in any contract year, in respect of a month during such year in which no deliveries of gas were made to the customer, the average total heating value of such gas shall be assumed to be the average total heating value per cubic foot of the gas delivered to the customer during the immediately preceding month in which deliveries of gas were taken.

Out of Season Interruptible Service

The Company may agree, in its sole discretion, to extend gas service to the customer for any period outside the season agreed upon by the Company and the customer, at a price to be negotiated within the limits of Rate above set forth, provided that such service shall be subject to curtailment or interruption by the Company at any time upon such notice by the Company

I-29P

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to the customer as shall be agreed upon by the Company and the customer, and further provided that the customer has a standby fuel supply other than natural gas and a standby combustion system to utilize during any such periods of curtailment or interruption.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

Definitions

"Month" means a period beginning at 8:00 a.m. local time on the first day of a calendar month and ending at 8:00 a.m. local time on the first day of the following calendar month.

"Day" means a period of 24 consecutive hours beginning at 8:00 a.m. local time.

"Contracted Demand" means the maximum volume of gas the Company is obligated to deliver to the customer on any one day as specified in the individual contract between the Company and the consumer.

"Season" means any determined number of days between April 1 and October 31 next following.

NOTE:

This rate schedule is approved by the Ontario Energy Board on an interim basis only pending approval by the Board of specific rates which will apply to all contracts entered into after the effective date of such approval by the Board. Billings under this interim rate schedule are not subject to adjustment except with respect to any increase resulting from E.B.R.O. 343-I-3.

Effective - 1 September, 1976
OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario.

Company Policy Relating to Terms of Service

Gas purchased under this rate shall not be resold, directly or indirectly by the customer.

Interim

UNION GAS LIMITED
RATE #7
SPECIAL LARGE VOLUME INDUSTRIAL AND COMMERCIAL CONTRACT RATE

I-299

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service:

A customer who uses gas for Industrial or Commercial purposes and enters into a contract with the Company for a supply of gas for a minimum period of one contract year and specifying a maximum volume of gas which the Company is obligated to deliver to the customer on any one day during the term of such contract which maximum daily volume shall be not less than 5,000 Mcf.

Rate

1. The price of all gas delivered by the Company pursuant to any contract entered into prior to the effective date of this rate schedule shall continue to be fixed in accordance with the terms of that contract until its expiration.
2. The price of all gas delivered by the Company pursuant to any contract entered into on and after the effective date of this rate schedule shall be negotiated between the Company and the customer, provided that such price shall not be in excess of or less than the following averages:
 - (a) For Firm Service not to exceed an annual average of \$1.8325 per Mcf nor to be less than an annual average of \$1.3825 per Mcf,
 - (b) For Interruptible Service not to exceed an annual average of \$1.8325 per Mcf nor to be less than an annual average of \$1.3825 per Mcf,
 - (c) For Seasonal Service not to exceed a seasonal average of \$1.8325 per Mcf nor to be less than a seasonal average of \$1.3825 per Mcf,The price shall be negotiated on the basis of the following considerations:
 - (a) The volume of gas for which the customer is willing to contract,
 - (b) The load factor of the customer's anticipated gas consumption and the minimum annual quantity of gas which the customer is willing to contract to take or in any event pay for,
 - (c) The cost to the Company of the facilities required to provide service.
3. No deliveries and no billings under any contract entered into pursuant to Clause 2 hereof shall be made until the price agreed upon in the contract has been approved by the Ontario Energy Board and when approved, the contract shall be filed with the Board and the public shall have access thereto.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

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I-29R

Effective - 1 September, 1976
OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario.

Company Policy Relating to Terms of Service

Gas purchased under this rate shall not be resold, directly or indirectly
by the consumer.

UNION GAS LIMITED
RATE #8
SMALL CONTRACT QUANTITY SERVICE RATE

Interim

I-295

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service:

A distributor entering into a contract with the Company for the purchase of gas on a firm basis for distribution only to its ultimate consumers and who agrees to take or pay for more than 125,000 Mcf per year in accordance with this Schedule.

Rate

The sum total of

- (a) A Monthly Demand Charge of \$2.95 per Mcf of established daily demand determined in accordance with the service contract, such demand charge to be computed on a calendar month basis and a pro-rata charge to be made for the fraction of a calendar month which will occur if the day of first regular delivery does not fall on the first day of a month, and,
- (b) A Commodity Charge of \$1.676 per Mcf for gas delivered under the service contract.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

Effective - 19 October, 1976
OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario.

Interim

I-29T

UNION GAS LIMITED

RATE #9

LARGE CONTRACT QUANTITY SERVICE RATE

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service:

- (a) Firm Service - A distributor entering into a contract with the Company for the purchase of gas on a firm basis for distribution only to its ultimate consumers and who agrees to take or pay for more than 4,000,000 Mcf per year in accordance with this Schedule.
- (b) Interruptible Service - A distributor having a contract with the Company under (a) above whose contract makes provision for an additional supply of gas on an interruptible basis.

Rate

The sum total of

A. Firm Service

(a) A Monthly Demand Charge of \$2.95 per Mcf of established daily demand determined in accordance with the service contract, such demand charge to be computed on a calendar month basis and a pro-rata charge to be made for the fraction of a calendar month which will occur if the day of first regular delivery does not fall on the first day of a month, and,

(b) A Commodity Charge of \$1.556 per Mcf for gas delivered under the service contract.

B. Interruptible Service

The price of all gas delivered by the Company to the customer for an additional supply of gas on an interruptible basis pursuant to paragraph (b) under Character of Service above shall be negotiated between the Company and the customer provided that such price shall not exceed an average of \$1.8325 per Mcf nor be less than an average of \$1.3825 per Mcf.

C. Price Adjustment

In the event of any increase being approved by the Ontario Energy Board in the rates charged by Union to its residential customers on a straight commodity basis, the commodity charge set out in the Firm Service rate in paragraph A above shall increase in like amount, but there shall be no increase in the Monthly Demand Charge.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

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NOTE:- The rate for Interruptible Service in this Rate Schedule is approved by the Ontario Energy Board on an interim basis only pending approval by the Board of specific rates which will apply to any contract entered into after the effective date of such approval by the Board. Billings for the Interruptible Service under this Interim Interruptible Rate are not subject to adjustment except with respect to any increase resulting from E.B.R.O. 343-I-3.

Effective - Monthly Demand Charge under Firm Service continues in effect.

- Commodity Charge under Firm Service 19 October, 1976.
- Interruptible Service rate escalates 1 September, 1976 in accordance with the escalation clause in the contract between the Company and the customer.

OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario.

UNION GAS LIMITED
RATE #10
FIRM WHOLESALE SERVICE RATE

Interim

I-29V

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service

A distributor entering into a contract with the Company for the purchase of gas on a firm basis for distribution only to its ultimate consumer and who requires less than 150,000 Mcf per year.

Rate

1. The price of all gas delivered by the Company to the customer under such contract shall be negotiated between the Company and the customer provided that such price shall not exceed a contract year average of \$2.0825 per Mcf nor be less than a contract year average of \$1.6825 per Mcf. The price shall be negotiated on the basis of the following considerations:
 - (a) the number of consumers which the customer serves,
 - (b) the volume of gas which it is anticipated will be required,
 - (c) the location of the delivery point on the Company's pipe line system,
 - (d) the cost to the Company of the facilities required to provide service.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

NOTE:

This rate schedule is approved by the Ontario Energy Board on an interim basis only pending approval by the Board of specific rates which will apply to any contract entered into after the effective date of such approval by the Board. Billings under this interim rate schedule are not subject to adjustment except with respect to any increase resulting from E.B.R.O. 343-I-3.

Effective - 1 September, 1976
OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario

UNION GAS LIMITED
RATE #11
WINTER PEAK SERVICE RATE

Interim

I-29W

Availability

Entire natural gas service area of the Company.

Character of Service

Who may take service

A distributor entering into a contract with the Company for winter peaking gas during the months of October through May succeeding supplementing other supplies available to the customer and for distribution only to its ultimate consumers.

Rate

The price of all gas delivered by the Company to the customer under such contract shall be negotiated between the Company and the customer provided that such price shall not exceed an average of \$2.0825 per Mcf nor be less than an average of \$1.6825 per Mcf. The price shall be negotiated on the basis of the following considerations:

- (a) the number of consumers which the customer serves,
- (b) the volume of gas which it is anticipated will be required,
- (c) the location of the delivery point on the Company's pipe line system,
- (d) the cost to the Company of the facilities required to provide service.

Delayed Payment

Bills shall be mailed or delivered on or before the tenth day of each month and when payment in full is not made on or before the due date shown on the bill, which date shall be not less than 10 days after the date of the mailing or delivery of the bill by Union Gas Limited, the rate or rates upon which the sum of the bill is calculated shall be increased by an amount sufficient to increase such sum by five percent (5%) which increased sum shall be due and payable thereafter.

NOTE:

This rate schedule is approved by the Ontario Energy Board on an interim basis only pending approval by the Board of specific rates which will apply to any contract entered into after the effective date of such approval by the Board. Billings under this interim rate schedule are not subject to adjustment except with respect to any increase resulting from E.B.R.O. 343-I-3.

Effective - 1 September, 1976
OEB Order #E.B.R.O. 343-I-3.

Chatham, Ontario.

Interim

I-29X

UNION GAS LIMITED
RATE #12

STORAGE AND TRANSPORTATION RATES WITH
RESPECT TO SERVICE UNDER THE BELOW
LISTED CONTRACTS

(A) Availability

The charges under this schedule shall be applicable to the following contracts or any amendments to or substitutions thereof;

1. December 20, 1957 - Storage and Transportation Agreement with The Consumers' Gas Company;
- *2. April 1, 1969 - Agreement with The Consumers' Gas Company for deliveries from the Port Stanley delivery point;
- *3. November 1, 1969 - Agreement with The Consumers' Gas Company for deliveries from the Kimball delivery point;
- *4. May 25, 1970 - Agreement with The Consumers' Gas Company for deliveries from the Becher delivery point;
5. September 1, 1973 - Transportation Agreement with The Consumers' Gas Company for deliveries from Tecumseh;
6. September 1, 1973 - Transportation Agreement with TransCanada PipeLines Limited.

*(The rates specified herein are in addition to the 2.5 cents/Mcf commodity charge which is applicable under these agreements for all gas deemed delivered from the delivery point to Dawn per Rate #13).

(B) Rates

	<u>Space Charge</u> Rate per Mcf per month based on annual contracted capacity (a)	<u>Demand Charge</u> Rate per Mcf per month for contracted daily demand (b)	<u>Commodity Charge</u> Rate per Mcf for all gas handled (c)
<u>Storage Service</u>	0.52¢	64.00¢	
Injection			0.67¢
Withdrawal			0.67¢
<u>Transportation Service</u>			
Without Dawn Compression		61.00¢	0.65¢ ⁽¹⁾
With Dawn Compression		65.00¢	0.75¢ ⁽¹⁾

Overrun

Authorized⁽²⁾

Unauthorized - \$10.00/Mcf for all usage in excess of 102% of the Contract Demand.

- 1(a) The above Commodity Charges for Transportation Service shall apply in the period January 1, 1975 to November 1, 1975, and the total revenue resulting therefrom is subject to adjustment after November 1, 1975 by the application of the following Yearly Commodity Revenue Required Formula (the "YCRR Formula").

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$$YCRR = \sum VI_1 \times 0.0072 + VI_2 \times 0.0050 + F \times R, \text{ in which:}$$

YCRR = Yearly Commodity Revenue Required.

$\sum$ = The sum of 12 separate monthly calculations of commodity revenue required for each month of the contract year.

VI_1 = Volume transported hereunder in each month which was received at Dawn at not less than 700 psig (compression required).

VI_2 = Volume transported hereunder in each month which was received at Dawn at not less than 850 psig (no compression required).

F = The customers' share of fuel usage during each month at Union's Lobo and Bright Compressor Stations, based on a monthly allocation of output at each station on a commodity mile basis, as between the customers' usages and all other users of such stations. Commodity mile shall mean the volume leaving the compressor station in question each month multiplied by the distance it actually travelled along the Dawn-Oakville facilities to either the next compressor station or take off point.

R = 120% of the cost to Union during the month to which the calculation applies of CD-100 service at 100% load factor under all CD-100 Gas Sales Contracts between TransCanada and Union then in effect.

- 1(b) Beginning with the contract year commencing November 1, 1975 and for each contract year thereafter, the Commodity Charges for Transportation Service for that contract year shall be determined by dividing the volumes transported without Dawn Compression and the volumes transported with Dawn Compression into the adjusted total revenue for the preceding contract year as determined in (a) above, but such charges shall be subject to immediate adjustment in the contract year necessary to reflect any change in the R factor in the YCRR Formula.
- 1(c) The Commodity Charge under Transportation Service as a result of the application of the YCRR formula is 1.15¢ per Mcf, Without Dawn Compression and 1.40¢ per Mcf, With Dawn Compression as at July 1, 1976.
- (2) Authorized Overrun rate shall be the sum of the applicable transportation demand charge calculated at 100% load factor plus the commodity charge.

Effective Date - 1 September, 1976 except with respect to Item 1(c) above.
OEB Order #E.B.R.O. 343-I-3. Chatham, Ontario.

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$$YCRR = \sum VI_1 \times 0.0072 + VI_2 \times 0.0050 + F \times R, \text{ in which:}$$

YCRR = Yearly Commodity Revenue Required.

$\sum$ = The sum of 12 separate monthly calculations of commodity revenue required for each month of the contract year.

VI_1 = Volume transported hereunder in each month which was received at Dawn at not less than 700 psig (compression required).

VI_2 = Volume transported hereunder in each month which was received at Dawn at not less than 850 psig (no compression required).

F = The customers' share of fuel usage during each month at Union's Lobo and Bright Compressor Stations, based on a monthly allocation of output at each station on a commodity mile basis, as between the customers' usages and all other users of such stations. Commodity mile shall mean the volume leaving the compressor station in question each month multiplied by the distance it actually travelled along the Dawn-Oakville facilities to either the next compressor station or take off point.

R = 120% of the cost to Union during the month to which the calculation applies of CD-100 service at 100% load factor under all CD-100 Gas Sales Contracts between TransCanada and Union then in effect.

- 1(b) Beginning with the contract year commencing November 1, 1975 and for each contract year thereafter, the Commodity Charges for Transportation Service for that contract year shall be determined by dividing the volumes transported without Dawn Compression and the volumes transported with Dawn Compression into the adjusted total revenue for the preceding contract year as determined in (a) above, but such charges shall be subject to immediate adjustment in the contract year necessary to reflect any change in the R factor in the YCRR Formula.
- 1(c) The Commodity Charge under Transportation Service as a result of the application of the YCRR formula is 1.15¢ per Mcf, Without Dawn Compression and 1.40¢ per Mcf, With Dawn Compression as at July 1, 1976.
- (2) Authorized Overrun rate shall be the sum of the applicable transportation demand charge calculated at 100% load factor plus the commodity charge.

Effective Date - 1 September, 1976 except with respect to Item 1(c) above.
OED Order #E.B.R.O. 343-I-3. Chatham, Ontario.

UNION GAS LIMITED

RATE #13

SPECIAL CONTRACTS WITH THE CONSUMERS' GAS
COMPANY FOR STORAGE AND TRANSPORTATION OF
LOCALLY PURCHASED AND PRODUCED GAS OF THAT COMPANY

I-29aa

(A) Availability

This rate is limited to existing contracts for deliveries made at the following delivery points:

Port Stanley - under Contract dated April 1, 1969;
Kimball - under Contract dated November 1, 1969;
Becher - under Contract dated May 25, 1970.

(B) Rates

Rates for this service shall be:

- (a) for all gas deemed to be delivered to Dawn under these Contracts a commodity charge of 2.5 cents per MCF;

This charge is in addition to the transportation and storage charges which shall be billed and paid for under the December 20, 1957 and September 1, 1973 agreements as set out in Rate 12.

EFFECTIVE 31 October, 1975
CIB Order #E.B.R.O. 309-II

CHATHAM, ONTARIO

I-29bb

UNION GAS LIMITED

RATE #14

BICKFORD/SOMBRA TRANSPORTATION SERVICE
TRANSMISSION AND COMPRESSION CHARGES

(A) Availability

The charges under this schedule shall be applicable for transportation service rendered by Union under a Joint Venture Agreement dated December 19, 1968, between Imperial Oil Limited and Union Gas Limited covering all volumes transported from Dawn to the Bickford-Sombra storage Pool and from the Pools back to Dawn.

(B) Rates

- i) 2.125 cents per Mcf for all gas transmitted to or from the Pools during each month up to and including March 31, 1975.
- ii) 2.00 cents per Mcf for all gas transmitted to or from the Pools during each month commencing April 1, 1975.
- iii) Charges aforesaid in respect of any month shall be payable not later than the twenty-fifth day of the succeeding month.

EFFECTIVE - 31 October, 1975
CEB Order #E.B.R.O. 309-II

CHATHAM, ONTARIO

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ONTARIO ENERGY BOARD

IN THE MATTER OF The Ontario Energy Board
Act, R.S.O. 1970, Chapter 312 and in
particular Section 19 thereof;

AND IN THE MATTER OF an Application by
Union Gas Limited to the Ontario Energy
Board for an Order or for Orders approving
or fixing just and reasonable rates and
other charges for the sale, distribution,
transmission and storage of gas;

AND IN THE MATTER OF an Application by
Union Gas Limited to the Ontario Energy
Board pursuant to Section 15(8) and
Section 19 of the said Act for an Interim
Order approving or fixing rates, pending
the final disposition of the Application
referred to in the paragraph above.

-1

O R D E R

1-

McNEVIN, GEE & O'CONNOR,
Barristers, etc.,
43 William Street, N.,
CHATHAM, Ontario.

I-30

746 Fletcher Valley Crescent,
Clarkson, Mississauga, Ontario,
September 13, 1976.

Mr. Stan Keith,
Personnel Officer,
City of Mississauga,
City Hall, Mississauga.

Dear Mr. Keith:

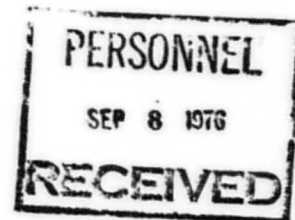
As you are aware of I have been granted a leave of absence for the purpose of participating in the upcoming municipal election. Due to personal problems that have been ailing me and show no immediate signs of relief, I must withdraw my intention of seeking municipal office at this date. Therefore I no longer require the leave of absence and shall be present for my normal work duties. Am hoping I have not inconvenienced too much.

Yours truly,

Keith Couture
Keith Couture, B.Sc; C.S.T.

KC/kc.

TO BE RECEIVED.





Cadillac
Fairview

I-31

New Communities Group

September 9, 1976

Mr. T. Julian,
City Clerk
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario

Dear Sir:

Re: Erin Mills South - Neighbourhood 101A
Part of Draft Plan #21T-23581
City File: #16 111 76077

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents, to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc. and the cost incurred by the City in so doing shall be a charge to the owner.
3. To submit a cash deposit as required by the Engineering Agreement (5% for a maximum of \$10,000.00).

TO BE RECEIVED.

...../2

The Cadillac Fairview Corporation Limited
Mailing Address: Box 22000, Station "A", Toronto, Canada M5W 1W2 • Telephone (416) 494-7111 • Located at 1200 Sheppard Avenue East, Toronto.



I-31a

Mr. T. Julian,
City Clerk
Page 2 (cont'd.)

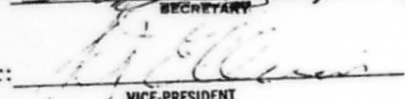
4. To indemnify the City and the Region, its employees, servants and agents (and the Hydro Commission) against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the preservicing, and the owner undertaking the construction of the work within the proposed subdivision.
5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the City to be a charge upon the owner.
6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the City Engineering including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and clean-up of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours truly,

THE CADILLAC FAIRVIEW CORPORATION LIMITED

Per: 

SECRETARY

Per: 

VICE-PRESIDENT

/ar

c.c. Mr. W. P. Taylor
Mr. I. F. Markson
Mr. W. J. Anderson



I-316

SCHEDULE OF PERFORMANCE

It is intended, subject to relevant approvals, to commence underground services in Neighbourhood 101A on or about October 12th, 1976 and to continue a servicing program to complete all undergrounds and appurtenances by December 20th, 1976.



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER
P.29.4.

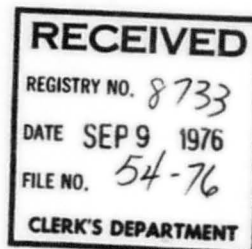
I-32

September 8, 1976

The City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Attention: Terence Julian
City Clerk

Dear Sirs:



Re: Ratray Park Estates

The solicitors for the Credit Valley Conservation Authority have requested permission to retain a town planner to do a study of the highest and best use of the Ratray Estates at the time of expropriation. It is their opinion that they require such evidence at trial in order to refute the evidence that will be put forth by the claimant.

This information was referred to the Executive Committee at its meeting held on September 2, 1976 and the following resolution was adopted:

"Resolved that the Authority solicitor be authorized to obtain the services of Municipal Planning Consultants to do a study of the highest and best use of the Ratray Marsh at the time of taking. Furthermore, that the employment of Municipal Planning Consultants be conditional upon approval of the City of Mississauga."

Your approval is requested as noted in the resolution.

Yours very truly,

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE.

HKW/gc


H. K. Watson
General Manager



City of Mississauga

MEMORANDUM

R-1

To MAYOR AND MEMBERS OF COUNCIL

From Terence L. Julian

Dept. _____

Dept. City Clerk

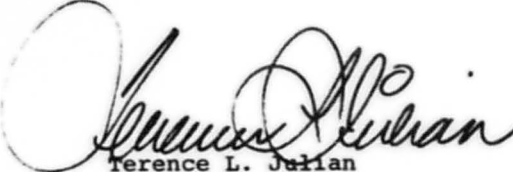
August 23, 1976

Re: 1976 Assessment Review Court

Mr. J.L. Harbinson, Registrar of the Assessment Review Court, has certified the Assessment Roll for the City of Mississauga, as of August 16, 1976.

It is of interest that the City instituted 530 of the 2,335 assessment appeals in 1976. This compares with 3,100 appeals made by the City last year. However, the total increase in assessment, as a result of City appeals in 1975, was \$26,494,586. as compared with a total increase in assessment this year of \$34,302,005. The drastic reduction in the number of appeals lodged by the City this year is a result of correcting many of the previous problems, including incorrect legal descriptions and changes of ownership, throughout the year. This enabled the staff of the Property Section, within the Clerk's Department, to concentrate on quantum appeals.

Expressed in terms of tax revenue, this year's increase based on the mill rate of 25.32 mills is \$868,526. The City's portion of tax revenue generated by our appeals is \$238,410. I believe this demonstrates clearly the justification of the property file administered by the City Clerk's Office.


Terence L. Julian
City Clerk

TLJ:mp

TO BE RECEIVED.

*OK
Jan*



Report to City Clerk

City of Mississauga

MEMORANDUM

R-2

To Councillor David Culham

From W.G. Love

Dept.

Director of Recreation

August 19th, 1976

SUBJECT: David A. Ramsey Swimming Pool
(commemorative plaque)

Following is the wording we agreed to last week:

"David A. Ramsey Swimming Pool, named by the Sheridan Homelands Community in memory of David Ramsey, a greatly respected and loved educator"

As I mentioned, the plaques will not be available at the official opening on Thursday, August 26th, 1976.

Council will need to be advised of this wording so would you please inform me if you wish to do it yourself by resolution or I can by the normal report process.

Thank you,

W.G. Love
Director of Recreation



WGL/bv

Refer to Council.

W.G. Love has advised that the above wording presented by David A. Ramsey Pool for the plaque is adopted.

David J. Culham

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE.

C. V. Fisher



City of Mississauga

MEMORANDUM

R-3

To	Mayor and Members of Council	REGISTRY NO. 9106	From	W. P. Taylor, P. Eng., Commissioner
Date		DATE AUG 19 1976		Engineering, Works & Building
		FILE NO. 21-76		
		CLERK'S DEPARTMENT		August 13, 1976
				Our File: 16 111 76026 11 141 00010

SUBJECT: Supply of Sodium Chloride, Contract P.N. 76-026

ORIGIN: Engineering, Works & Building Department
(1976 Current Works Program)

COMMENTS: Listed below is a summary of tenders received by the City of Mississauga and opened at a public tender opening on Tuesday, August 10, 1976.

1. The Canadian Salt Company	\$259,328.00
2. Iroquois Salt Co.	\$260,448.00
3. Dometar Chemicals Ltd.	\$265,888.00

RECOMMENDATION:

1. That the report dated August 13, 1976 from the Commissioner of Engineering, Works & Building, concerning the tenders for Supply of Sodium Chloride, P.N. 76-026, be received.
2. That the contract for Supply of Sodium Chloride, P.N. 76-026 be awarded to The Canadian Salt Company, the lowest bidder, at the tendered price of \$259,328.00, subject to the approval of the Ministry of Transportation and Communications.
3. That the by-law to authorize execution of the contract for Supply of Sodium Chloride, P.N. 76-026, be approved by Council.

M.B. Smith
MNB/AEM/lm
encls.

W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Engineering,
Works & Building

TO BE RECEIVED.
BY-LAW AVAILABLE.

O.K. J.F.W.



City of Mississauga

MEMORANDUM

R-4

To Mayor and Members of Council

Dept. _____

From W. P. Taylor, P. Eng., Commissioner

Dept. Engineering, Works & Building

RECEIVED

REGISTRY NO. 8114

DATE AUG 19 1976

FILE NO. 21-76
CLERK'S DEPARTMENT

August 13, 1976

Our File: 11 151 00006X
11 141 00010

SUBJECT: Janitorial Services for the Mavis Road Works Building
Contract, P.N. 76-037

ORIGIN: Engineering, Works & Building Department
(1976 Current Works Program)

COMMENTS: Listed below is a summary of tenders received by the City
of Mississauga and opened at a public tender opening on
Tuesday, August 10, 1976.

- | | |
|---|-------------|
| 1. Kleen-Rite Building Maintenance Co. Ltd. | \$10,200.00 |
| 2. San-Wal Services Ltd. | \$12,672.00 |
| 3. Sunshine Janitorial Services | \$18,000.00 |

RECOMMENDATION: 1. That the report dated August 13, 1976 from the Commissioner
of Engineering, Works & Building, concerning the tenders for
Janitorial Services for the Mavis Road Works Building,
P.N. 76-037, be received.

2. That the Contract for Janitorial Services for the Mavis
Road Works Building, P.N. 76-037, be awarded to Kleen-Rite
Building Maintenance Co. Ltd., the lowest bidder, at the
tendered price of \$10,200.00.

3. That the by-law to authorize execution of the contract
for Janitorial Services for the Mavis Road Works Building,
P.N. 76-037, be approved by Council.

W.P. Taylor
W.P. Taylor, P. Eng.

encls.

O.K. grin

W.P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Engineering,
Works & Building

TO BE RECEIVED.
BY-LAW AVAILABLE.



City of Mississauga

MEMORANDUM

R-5

To	Mayor and Members of Council	From	W. P. Taylor, P. Eng., Commissioner
Dept.		Dept.	Engineering, Works & Building

RECEIVED

REGISTRY NO. 843

DATE AUG 19 1976

FILE NO. 21-76

CLERK'S DEPARTMENT

August 13, 1976

Our File: 16 111 76010
11 141 00010

SUBJECT: Sand Stockpiling Contract, P.N. 76-010

ORIGIN: Engineering, Works & Building Department
(1976 Current Works Program)

COMMENTS: Listed below is a summary of tenders received by the City of Mississauga and opened at a public tender opening on Tuesday, August 10, 1976.

1. Ambro Materials & Construction Ltd.	\$31,800.00
2. Sherman Sand & Gravel Ltd.	\$32,000.00

RECOMMENDATION:

1. That the report dated August 13, 1976 from the Commissioner of Engineering, Works & Building, concerning the tenders for Sand Stockpiling, P.N. 76-010, be received.
2. That the contract for Sand Stockpiling, P.N. 76-010, be awarded to Ambro Materials & Construction Ltd., the lowest bidder, at the tendered price of \$31,800.00, subject to the approval of the Ministry of Transportation and Communications.
3. That the by-law to authorize execution of the contract for Sand Stockpiling, P.N. 76-010, be approved by Council.

W.P. Taylor
W.P. Taylor, P. Eng.
encls.

0.4
Jym

W.P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Engineering,
Works & Building

✓ TO BE RECEIVED.
BY-LAW AVAILABLE.



City of Mississauga

MEMORANDUM

R-6

To: MAYOR & MEMBERS OF COUNCIL
CITY OF MISSISSAUGA
Dept. _____

From: E. J. DOWLING
TRANSIT MANAGER
Dept. _____



August 19, 1976

Ladies & Gentlemen:

SUBJECT: Tender T-MT-3-1976, Supply and Installation of Bus Shelters

COMMENTS: Listed below, please find a summary of tender bids that were received for the supply and installation of 21 bus shelters:

- | | |
|--------------------------------------|-------------|
| 1. Dometec Limited | No Bid |
| 2. Ancaster Aluminum Prod. | \$16,563.00 |
| 3. Skyberg Aluminum Prod. | \$17,396.00 |
| 4. Craft Aluminum Prod. | \$17,552.00 |
| 5. International Architectural Prod. | \$98,506.00 |

The purchase of these bus shelters was approved in the 1976 capital budget and also approved by the Ministry of Transportation & Communications, and are applicable for the 75% capital subsidy.

RECOMMENDATION: That the tender T-MT-3-1976 for the supply and installation of 21 bus shelters be awarded to Ancaster Aluminum Products for the amount of Sixteen Thousand, Five Hundred and Sixty Three Dollars (\$16,563.00). This being the lowest tender received.

Respectfully submitted,

E. J. Dowling

E. J. Dowling,
Transit Manager.

Funds Certified By:

D. A. R. Ogilvie

D. A. R. Ogilvie
Commissioner of Finance

EJD/mf

✓ TO BE RECEIVED. BY-LAW
AVAILABLE.

CRC
J. J. M.



City of Mississauga

MEMORANDUM

R-7

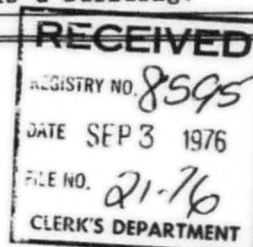
To Mayor and Members
of Council

From Mr. W. P. Taylor, P.Eng.,
Commissioner,
Engineering, Works & Building.

Dept. _____

September 2nd, 1976.

Our Files: 16 111 75154
11 141 00011



SUBJECT: Construction of Rena Road Culvert and
Roadway Approaches

ORIGIN: Engineering, Works & Building Department
(1976 Capital Works Programme)

COMMENTS: Listed below is a summary of tenders received
and opened by a Committee of Council on
Tuesday, August 31st, 1976.

1. Bramall Construction Limited	\$103,885.50
2. Fermar Paving Limited	\$104,443.25
3. Gazzola Paving Limited	\$104,962.30
4. Dibco Underground Limited	\$145,622.00

- RECOMMENDATIONS:
1. That the report dated September 2nd, 1976, from the Commissioner of Engineering, Works and Building, concerning the tenders for the construction of Rena Road Culvert and Roadway approaches (P.N. 75154) be received.
 2. That the contract for the construction of Rena Road Culvert and Roadway approaches be awarded to Bramall Construction Limited, the lowest bidder, at the tendered price of \$103,885.50, subject to the approval of the Ontario Municipal Board.

☒ TO BE RECEIVED. BY-LAW
AVAILABLE.

...../2

R-7a

Mayor and Members of Council

September 2nd, 1976.

RECOMMENDATIONS: 3. That the By-Law to authorize execution
(Cont'd) of the contract for the construction of
Rena Road Culvert and Roadway approaches
(P.N. 75-154) be approved by Council.

Yours very truly,

M. A. Millard

W. P. Taylor, P. Eng.,
Commissioner,
Engineering, Works & Building.

BES

LGT/cs

O.K.

gmr

cc: Councillor Mr. F. J. McKecknie - Ward 5



City of Mississauga

MEMORANDUM

R-8

To: Mayor and Members of Council	RECEIVED	Purchasing and Supply
Dept:	REGISTRY NO. 8652	Treasury
	DATE SEP 7 1976	
	FILE NO. 21-76	September 3rd, 1976
	CLERK'S DEPARTMENT	

SUBJECT: Purchase of One (1) 840 I.G.P.M. Triple Combination Pumper complete with 50 Feet Squirt Unit - TF -5- 1976

ORIGIN: Mississauga Fire Department

COMMENTS: Listed below is a summary of the Tenders which were received and opened at the Public Tender Opening of August 31st, 1976.

(a)	King Seagrave Limited	\$141,829.00	Total Cost
(b)	Pierreville Fire Trucks Ltd.	\$159,900.00	" "

On July 12th, 1976, City Council passed By-Law 369-76 which provides for temporary financing for the purchase of a Tele Squirt Pump Truck. The sum of \$150,000.00 has been approved by the Ontario Municipal Board. (File No. 76666)

The terms of payment relative to this Tender are as follows:

- (1) 10% of Tender Price with award of Tender
- (2) 20% of Tender Price upon receipt of Chassis at the suppliers factory.
- (3) Remainder of Tender Price upon completion and delivery of apparatus to the Mississauga Fire Department.

RECOMMENDATION: That Tender TF -5- 1976 for the Purchase of One (1) 840 I.G.P.M. Pumper complete with Squart Unit be awarded to King Seagrave Ltd., in the amount of \$141,829.00 this being the lowest Tender received and further, that the City accepts the terms of payment as set out in the contract.

RDH:yc

c.c. Finance
Fire Department
W. R. King

O.K.
[Signature]

[Signature]
W. H. Munden
City Treasurer

Funds certified by: *[Signature]*
D. A. R. Ogilvie
Commissioner of Finance

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE



City of Mississauga

MEMORANDUM

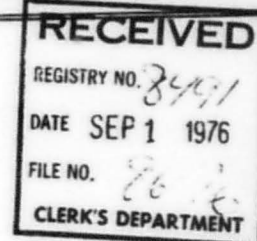
R-9

To The Mayor and Members of
The General Committee,
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner.
Dept. Engineering, Works and Building.

Our Files : 11 141 00011
11 161 00011

August 26, 1976



Ladies & Gentlemen :

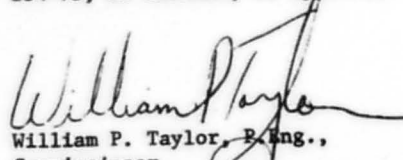
SUBJECT : By-Law Amendment to Consolidated Traffic By-Law
No. 234-75.

SOURCE : Engineering Department.

COMMENTS : Attached hereto is a draft By-Law to amend By-Law No.
234-75. The changes contained therein result from
Council resolutions dealing with traffic matters, with
the exception of the deletion of Harkiss Road from
Schedule IX, No Heavy Trucks. This item is being
deleted due to the fact that Harkiss Road has been
closed.

RECOMMENDATIONS :

- 1) That this report dated August 26, 1976, from the
Commissioner of Engineering, Works and Building Department
regarding the By-Law Amendment to Consolidated Traffic By-
Law No. 234-75, be received.
- 2) That the attached draft By-Law amending Traffic By-Law No.
234-75, as amended, be approved.


William P. Taylor, P. Eng.,
Commissioner,
Engineering, Works and Building Department

OK. Jm


Att. 

✓ TO BE RECEIVED. BY-LAW
AVAILABLE.



City of Mississauga

MEMORANDUM

R-10

To Mr. T. L. Julian,
Dept. Clerk's.

From Mr. W. P. Taylor,
Commissioner,
Dept. Engineering, Works & Building.

September 1st, 1976.

Dear Sir:

Re: Glen Erin Subdivision - Phase III
Registered Plan 918, Area Z-23
Located north of Dundas Street West
and West of Wolfedale Road
Our File: 16 111 71030

RECEIVED

REGISTRY NO. 8658

DATE SEP 7 1976

FILE NO. R.P. 918

CLERK'S DEPARTMENT

As far as this Department is concerned the developer has complied with all requirements of the Engineering Agreement, which covers 234 lots, one school block (A), a Park block (B), a walkway block (C) and one residential Block (D).

We, therefore, recommend assumption of the works by the City and release of all securities to the developer.

Yours very truly,

William P. Taylor
W. P. Taylor, P. Eng.,
Commissioner,
Engineering, Works & Building.

OPT/cs

cc: Mr. S. D. Lawson
Mr. B. E. Swedak
Mr. W. J. Richmond
The Kleinfeldt Group
Region of Peel
Mrs. P. Padbury
Mr. D. Debenham
M. Hayward - Council File

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE



City of Mississauga
MEMORANDUM

Ref. Files: 16 111 75060
11 141 00011

R-11

To Mayor and Members
of Council
Dept. _____

From W.P. Taylor, P. Eng.
Commissioner,
Dept. Engineering, Works & Building

September 8, 1976.

SUBJECT: Reconstruction of Tomken Road
ORIGIN: Engineering, Works & Building Department
(1976 Capital Works Program)
COMMENTS: Listed below is a summary of tenders received and
opened by a Committee of Council on Tuesday,
September 7, 1976.

RECEIVED

REGISTRY NO. 8693

DATE SEP 9 1976

FILE NO. P3-756

CLERK'S DEPARTMENT

21-76

- | | |
|--------------------------------|----------------|
| 1. Dufferin Construction Ltd. | \$ 804,963.71 |
| 2. Warren Bitulithic Ltd. | \$ 847,486.28 |
| 3. Pave-Al Construction Ltd. | \$ 857,341.50 |
| 4. Cucci Construction Ltd. | \$ 862,016.00 |
| 5. Fermar Paving Ltd. | \$ 875,504.90 |
| 6. Gazzola Paving Ltd. | \$ 883,307.82 |
| 7. D. Cosentino & Company Ltd. | \$1,113,707.50 |

- RECOMMENDATION: 1. That the report dated September 8, 1976, from the Commissioner of Engineering, Works & Building, concerning the tenders for the reconstruction of Tomken Road (P.N. 75060), be received.
2. That the contract for the reconstruction of Tomken Road be awarded to Dufferin Construction Ltd., the lowest bidder, at the tendered price of \$804,963.71, subject to the approval of the Ontario Municipal Board.

...../2

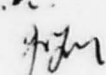
✓ TO BE RECEIVED.
BY-LAW AVAILABLE

R-11a

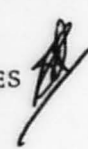
RECOMMENDATION (Cont'd)

3. That the by-law to authorize execution of the contract for the reconstruction of Tomken Road (P.N. 75060) be approved by Council.


W.P. Taylor, P.Eng.
Commissioner,
Engineering, Works & Building.

O.K.

BWH/brown

Encl.

BES 



City of Mississauga

FILES: 16 111 74127A
11 141 00011

MEMORANDUM

R-12

To Mayor and Members
of Council.
Dept

From W. P. Taylor, P.Eng.,
Commissioner,
Dept. Engineering, Works & Building.

September 8th, 1976.

SUBJECT: Storm Sewer Outfall Improvements
on Elmwood Avenue

ORIGIN: Engineering, Works & Building Department
(1976 Capital Works Programme)

COMMENTS: Listed below is a summary of tenders
received and opened by a Committee of
Council on Tuesday, September 7th, 1976.

- | | |
|-------------------------------|-------------|
| 1. Vallas Construction Ltd. | \$ 5,482.50 |
| 2. Pit-On Construction Co.Ltd | 15,650.00 |
| 3. Gazzola Paving Limited | 26,850.00 |

RECOMMENDATIONS:

1. That the report dated September 8th, 1976, from the Commissioner of Engineering, Works and Building, concerning the tenders for the Storm Sewer Outfall Improvements on Elmwood Avenue (P.N. 74-127A) be received.
2. That the contract for the Storm Sewer Outfall Improvements on Elmwood Avenue be awarded to Vallas Construction Limited, the lowest bidder, at the tendered price of \$5,482.50.
3. That the By-Law to authorize execution of the contract for the Storm Sewer Outfall Improvements on Elmwood Avenue (P.N. 74-127A) be approved by Council.



Yours very truly,

W. P. Taylor, P.Eng.,
Commissioner,
Engineering, Works & Building.

LGT/cs
BES

OK
Jm

TO BE RECEIVED.
BY-LAW AVAILABLE



City of Mississauga
MEMORANDUM

R-13

To Mayor & Members of Council, From E. J. Dowling,
City of Mississauga. Dept. Transit Manager.
Dept _____

August 31, 1976.

Ladies & Gentlemen:

SUBJECT: Tender T-MT-4-1976, Supply & Delivery of 20 Urban Transit Vehicles
COMMENTS: Tow bids were received for the supply and delivery of 20 urban transit vehicles, as follows:

1. Flyer Industries Limited \$1,356,220.00
(One million, three hundred and fifty-six thousand, two hundred and twenty dollars.)
2. Diesel Division General Motors of Canada \$1,424,371.00
(One million, four hundred and twenty-four thousand, three hundred and seventy-one dollars.)

After carefull evaluation of each bid, it has become evident that Flyer Industries, while submitting the lowest bid, has not followed the tender specifications. After adjusting their costs, to be able to compare the two tenders more equitably, the tender bids now show:

G.M.C.	\$1,424,371.00
Flyer	\$1,433,638.00

Attached you will find our evaluation sheets outlining the cost differences and showing where the specifications have not been followed. It should also be noted that we included a complete spare engine transmission assembly in our specifications; while G.M.C. has shown it pro-rated at a cost of \$872.35, Flyer does not even mention or include this item in their tender.

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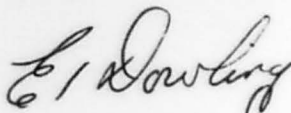
✓ TO BE RECEIVED.
RESOLUTION AVAILABLE

R-13a

Mayor & Members of Council.

RECOMMENDATION: Therefore, based on our evaluation, the Transit Department recommends that tender T-MT-4-1976, for the supply and delivery of 20 urban transit vehicles, be awarded to General Motors of Canada Diesel Division, in the amount of \$1,424,371.00 (one million, four hundred and twenty-four thousand, three hundred and seventy-one dollars.) This being subject to the approval of the Ministry of Transportation & Communications.

Respectfully submitted,



E. J. Dowling,
Transit Manager.

EJD/mf
Att.

R-13b

COMPARISON OF TENDER BIDS FOR 20 URBAN TRANSIT VEHICLES:

FLYER VS GENERAL MOTORS

1. Flyer has poor record of delivery; General Motors on target.
2. Flyer \$13,420.93 for 218,112 miles or 6¢ per mile.
 G.M. \$14,034.62 for 416,611 miles or 3¢ per mile.
3. Flyer warranty - very poor cooperation.
 G.M. warranty - very flexible.
4. General Motors - parts next day.
 Flyer - parts slow - week delivery plus freight.
5. General Motors - Technical help - very good.
 Flyer - Technical help - poor.

More cents per mile means more down time, thus more equipment.

Items 2 through 8, mean dollars spent which cannot be added to the tender price, but, when accumulated over the life of the unit, a great savings.

THE CORPORATION OF THE CITY OF MISSISSAUGA		SPECIFICATIONS FOR URBAN TRANSIT BUSES		C.M. FLYER		EXPLANATION RE "NO"	C.M. FLYER	COST
SUPPLIER		C.M. FLYER		C.M. FLYER				
EQUIPMENT SPECIFICATIONS								
1.0	General Specifications for Transit Coaches	1.1	The vehicles tendered shall be 40 feet, Urban Transit Coaches, General Motors T6N 5307N or equivalent standard specification as judged by the City, equipped with the necessary manufacturer's standard or optional equipment required to conform with all specifications contained herein.	YES	NO	FLYER NOT ABLE TO MEET SPEC. AND SUBSTITUTE OPTIONS ALSO NOT MEETING SPEC.		
	1.2	The vehicles shall be offered to Mississauga as specified.	YES	NO				
	1.3	City may at any time during manufacture, inspect units with the suppliers' prior permission at their place of business.	YES	YES				
2.0	Compressed Air System	2.1	The vehicle shall be equipped with 14 CFM minimum compressor. Bendix-Westinghouse 70-F10 600 5 ring cast iron piston.	YES	YES		INC.	INC.
	2.2	The vehicle shall be equipped with a Ben/West System guard air dryer, heating element operated in conjunction with body heater fans.	YES	YES			INC.	INC.
3.0	Brakes - Sub Automatic Brakes	3.1	The vehicle shall be equipped with 5" brake linings on the front wheels and 10" brake linings on the rear wheels (minimum) (80 m.k.). Also be equipped with sub automatic slack adjusters with max. brakes.	YES	NO	CANNOT SUPPLY MAX. ADJUSTERS W/AVANT SUB SLACK STOCK, ALSO WILL NOT B/W MEAN ADDITIONAL BRAKES. WILL SUPPLY	INC.	225.00 NO WARRANTY ON SLACKS

	SUPPLIER		EXPLANATION RE "NO"	COST	
	G.M.	FLYER		G.M.	FLYER
3.2 All brake shoes to be equipped with Transit mix lining material.	YES	YES			
4.0 <u>Wheels & Tires</u>					
4.1 The manufacturer must provide spare wheels for the entire order of vehicles.	YES	YES			
4.2 Each vehicle will be fitted with standard size wheels (10 hole budd tube type) as designated by and provided by the Town prior to delivery. Prices quoted for coaches should not include the purchase cost of tires and spare tires but should include the fitting and installation of such tires at the manufactures premises. Tires will be purchased by the City of Mississauga and shall be fitted by the manufacturer during assembly.	YES	YES		INC.	INC.
5.0 <u>Engine Unit</u>					
5.1 The engine unit supplied in each coach will be a General Motors Detroit Diesel, Series 6V-71 with 2 valve heads. Also C60 injectors and posi-ten thermostat.	YES	YES		INC.	INC.
5.2 An interlock must be provided to prevent engaging the starter while the engine is operating.	YES	YES		INC.	INC.
5.3 An automatic engine shutdown device which operates in the event of hot engine, low oil pressure, or loss of coolant must be provided.	YES	NO		INC.	45.95
5.4 An engine "fast idle" device must be provided.	YES	YES		INC.	
5.5 Engine air intake located inside coach.	YES	NO	WILL NOT GUARANTEE NOISE LEVEL, TEMP. OF BUS OR FIRE.	INC.	115.00

R-13d

		SUPPLIER		EXPLANATION RE "NO"	COST	
		G.M.	FLYER		G.M.	FLYER
6.0	<u>Engine Cooling System</u>					
6.1	The vehicle shall be equipped with Kysor automatic radiator shutters, air operated.	YES	YES		INC.	
6.2	Silicone hoses shall be used on all cooling and heating lines.	YES	NO		INC.	104.65
7.0	<u>Transmission</u>					
7.1	The transmission will be an Allison 730 automatic transmission, suitable for the stop/go nature of urban transit, and also be capable of 60 M.P.H. or equivalent.	YES	NO	USES DANA WHICH IS NO LONGER PRODUCED. FLYER HAS 10 YRS. SUPPLY. WHAT HAPPENS THEN?	INC.	1,870.00
7.2	Where possible, armoured steel braided exterior lines to be used, with reusable fittings.	YES	YES		INC.	INC.
8.0	<u>Electrical</u>					
8.1	<u>P.A. System</u> P.A. system on each unit. Also with 8 ceiling mounted speakers, press to speak microphone with a 10 foot coiled cord.	YES	NO	WILL ONLY SUPPLY 5 SPEAKERS WITH BOOM "MIKE".		
8.2	<u>Gauges</u> In addition to standard equipment, the vehicle shall be equipped with low coolant alarm, dash mounted oil pressure, water temperature and fuel gauges, also temperature and oil pressure gauges located in the engine compartment (wet type).	YES	NO	CANNOT SUPPLY WET GAUGES IN ENGINE COMPARTMENT. CANNOT SUPPLY FUEL GAUGE	INC.	22.10 WET 72.06 FUEL
8.3	Interior lights shall be florescent strip type, mounted longitudinally with front fixtures controlled by separate switch mounted on dashboard and have a blue no glare sleeve on same.	YES	NO	CANNOT SUPPLY FRONT SWITCH NOR STRIP LIGHTS	INC.	5.40

R.132

	SUPPLIER		EXPLANATION RE "NO"	COST	
	G.M.	FLYER		G.M.	FLYER
8.4 A light shall be mounted in the ceiling of each vehicle to illuminate the farebox. This light shall be illuminated whenever the front door is opened, and unit wired for power source to farebox.	YES	YES			
8.5 <u>Switches & Controls</u> Destination sign must be lighted and the lights controlled by an independent switch.	YES	YES			
8.6 All switches must be over-ruled by the master control, except: 1. Engine emergency stop 2. Engine control switch (rear run) 3. Destination sign 4. Dome light 5. Engine compartment lights 6. Hazard warning 7. Directional signals 8. Primary and Secondary stop light	YES	YES			
8.7 Unit to have high rated alternator, 12 volt 330 AMP (max output).	YES	NO	300 AMP DRIVEN BY A \$44.00 BELT, 330 GEAR DRIVEN (NO BELT)		
8.8 Signal light switches must be foot operated.	YES	YES			
9.0 <u>Body & Interior</u>					
9.1 <u>Driver's Seat</u> The driver's seat shall be National 70-12 or equivalent, satisfactory to the City.	YES	YES			

R-13f

	SUPPLIER		EXPLANATION RE "NO"	COST	
	G.W.	FLYER		G.W.	FLYER
9.2 <u>Front Bumpers</u> The vehicles shall be equipped with Firestone help bumpers with end extensions (front only).	YES	NOT QUITE	FLYER WILL SUPPLY A SUBSTITUTE BUT MEANS STOCKING OTHER BUMPER		
9.3 <u>Stanchions & Grab Rails</u> Full lenght ceiling grab rails shall be provided on each side of the coach above the aisle (except above the rear door on the right hand side.)	YES	YES			
9.4 Floor to ceiling vertical stanchions will be provided at the rear of the driver's seat adjacent to the aisle, at the inside rear corner of both entrance and exit stepwells.	YES	YES			
9.5 A vertical grab rail shall be installed on the forward side of the exit door stepwell from the floor to the door header.	YES	YES			
9.6 Vertical stanchions shall be installed at the rear of each longitudinal seat.	YES	YES			
9.7 Horizontal grab rails shall be installed at the top of the front and rear stepwell modesty panels.	YES	YES			
9.8 A farebox stanchion shall be installed with a horizontal hand rail at the dash curved to form a vertical grab rail at the front side of the entrance stepwell, and provide access for a Duncan farebox.	YES	YES			
9.9 <u>Front & Rear Doors</u> Both front and rear doors shall be air operated with, in the case of the rear door, sensitized edges, treddle operated. Also, the rear door shall be wide door dual stream exit. Brake interlock on rear door, accelerator lock on front door.	YES	NO	CANNOT SUPPLY SENSITIZED EDGES FOR TREDDLE. TOUCH BAR ONLY. CANNOT SUPPLY LOCK FOR FRONT DOOR.	INC.	300.00 ESTIMATE

R-139

R-135

R-134

		SUPPLIER		EXPLANATION RE "NO"	COST	
		G.M.	FLYER		G.M.	FLYER
9.18	Body heaters to be thermostatically controlled.	YES	YES			
9.19	Dashboard will be nonglare finish.	YES	YES			
9.20	The roof (escape) hatch to be resetable from inside the coach, and be able to be used as a ventilation device.	NO	NO	FLYER USES REAR WINDOW FOR ESCAPE. CANNOT BE USED FOR VENT. G.M. HAS HTACH. NOT FOR VENT		
9.21	<u>Windshield</u> The windshield and driver's window shall be signal density soft ray glass.	YES	YES			
9.22	Windshield washer nozzles shall be mounted above each windshield header panel, with reservoir able to be externally filled (5 gal.).	YES	NO	CAN ONLY SUPPLY ONE GALLON RESERVE - NOT ENOUGH		
9.23	<u>Seating</u> Seating shall be Otaco Model 220T seating configuration providing approximately 53 passenger seats, (re: attached diagram).	YES	YES			
9.24	Seat upholstery shall be Canadian General Tower Vinyl coated fabric 42 oz. transit weight material having fire resistant properties. C.G.T. colour number for seating is 3809 Brown Gaspe Tweed.	YES	YES			

R-131

		SUPPLIER		EXPLANATION RE "NO"	COST	
		G.M.	FLYER		G.M.	FLYER
10.0 <u>Exterior Fittings & Finishing</u>						
10.1	Two exterior mirrors shall be provided and mounted (respectively) on the left and right hand corner posts of the coaches. Mounting arms should be retractable to prevent damage by automatic bus washing equipment. <u>Note:</u> Right side mirror to be circular convex. Interior mirrors (3) 12" convex at exit, 6" convex at entrance, plus rear view mirror.	YES	YES		INC.	INC.
10.2	The exterior paint finish shall be in accordance with the City of Mississauga colours.	YES	YES		INC.	INC.
10.3	Side panels are to be painted white with Mississauga colours. The manufacturer should ensure that the panels are treated so that successful painting in the Mississauga colours can be accommodated.	YES	YES	BUT FLYER WANTS TO PAINT ENTIRE BUS AS THEY WILL NOT GUARANTY CONSISTANCY OF PANELS	INC.	
10.4	Exterior graphics of a typical bus are available. Further information can be obtained from the City with respect to graphics.	YES	YES		INC.	INC.
10.5	Compartment doors are to have fixed handles; not socket & key type.	YES	NO	.NOT AVAILABLE	INC.	19.70
11.0 <u>Fuel System</u>						
11.1	Antispill device on fuel tank.	YES	.		INC.	
11.2	<u>Spare Assy</u> A complete engine cradle assy to be included in tender price complete with radiator engine transmission and all related accessories.	YES	NO	NOT MENTIONED	INC.	872.35

R-135

12.0 Miscellaneous

12.1 Each coach shall be equipped with a fire extinguisher of 5 lbs. capacity and a fire axe. These shall be mounted within each vehicle in a convenient location close to the driver.

Miscellaneous

12.1 Each coach shall be equipped with a fire extinguisher of 5 lbs. capacity and a fire axe. These shall be mounted within each vehicle in a convenient location close to the driver.

12.2 All units must be accompanied on delivery with:

- a) A valid weight certificate showing weight of unit or equivalent
- b) One parts and one service manual for each group of 3 units purchased
- c) 20 drivers' manuals with each unit purchased

[illegible]

8-13K



City of Mississauga

MEMORANDUM

R-14

To THE MAYOR AND MEMBERS OF COUNCIL From Chris Fleming
Dept. Policy Planning

September 3rd, 1976.

SUBJECT: MUNICIPAL LAND ASSEMBLY PROGRAM - 1977
ORIGIN: MINISTRY OF HOUSING LETTER DATED AUGUST 6, 1976

COMMENTS:

As you can see from the attached letter from Mr. R. Holmes of the Ministry of Housing, the Province is now surveying municipalities in Ontario to determine their funding requirements under the 1977 Municipal Land Assembly Program.

It would be premature at this time to suggest what funds the City would require from the program in 1977 as Council is only now considering the proposed revised Official Plan.

In the attached letter to Mr. Holmes he is advised that a precise appraisal of our needs should be available early in 1977 following adoption of a new Official Plan by the City and a staff appraisal of various housing programs of the Ministry of Housing.

RECOMMENDATION:

That the attached letter dated September 3, 1976, from the Director of Policy Planning be forwarded to the Ministry of Housing.

Attch:

RECEIVED
REGISTRY NO. 8702
DATE SEP 9 1976
FILE NO.
CLERK'S DEPARTMENT

Chris Fleming
Chris Fleming,
Director,
Policy Planning.

0.4
[Signature]

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE.



R-14a

September 3rd, 1976.

Mr. Roy A. Holmes,
Coordinator,
Municipal Land Development,
Ministry of Housing,
60 Bloor Street, West
TORONTO, Ontario.

Dear Mr. Holmes:

Re: Municipal Land Program - 1977

This is in response to your letter of August 6, 1976, wherein you requested that the City of Mississauga advise you prior to September 15th, of its need for funding under this program in the coming year. At this time it is not possible to specify our needs under this program for 1977.

As you may know, City Council is now in the process of finalizing a new Official Plan for the City. Subsequent to Council giving formal approval of a revised Official Plan, staff will be reviewing the advantages of both the Municipal Land Development Program as well as other programs of your Ministry, to determine whether these may support the implementation of the plan.

Consequently, it is not possible to advise you at this time, of the City of Mississauga's requirements under this program. However, we should be in a better position to do so early in 1977.

I will keep you advised of our progress in this matter and notify you should a decision be made that funds will be required under the Municipal Land Development Program.

Yours truly,

Chris Fleming

Chris Fleming,
Director,
Policy Planning.



Ontario

R-146

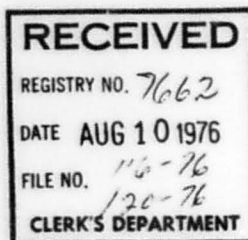
Ministry of
Housing

Housing Development

60 Bloor St. W.
Toronto, Ontario
M7A 2M7
416/965-9040

August 6, 1976

Mr. T.L. Julian
Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2



Dear Mr. Julian:

Re: Municipal Land Development Program - 1977

In 1976, ten municipalities throughout the Province were allocated more than \$18,000,000 of Federal loan funding for the acquisition and/or development of land for housing under the Municipal Land Development program. As you know, the allocation of these funds is based on specific municipal objectives contained in statements of housing policy approved by the Minister of Housing.

In order to determine the need for funding in 1977, I am requesting that you examine the feasibility of participation by the City of Mississauga and let me have written confirmation no later than September 15, 1976 of the estimated level of funding which may be required by the Municipality for 1977. Include, if possible, a brief description of the proposed project with an indication of the potential yield of serviced land units.

The attached "Outline" information sheet may be useful but if you need further assistance, please let me know.

Yours sincerely,

Roy A. Holmes
Co-ordinator
Municipal Land Development

RAH/dmm

Attachment

c.c.: Mr. C. Fleming
Ms. S. Gordon
Mr. J.P. Long



Ministry of
Housing

OUTLINE

February 1976

Land Co-Ordination Branch
80 Bloor Street West
Toronto M4W 1A1
(416) 965-9040

Municipal Land Development

Municipalities may now buy, service and lease or sell land for housing

On June 18, 1974, Ontario's Housing Development Amendment Act, 1974, was given Royal Assent. In the past, municipalities were allowed to purchase land for hospitals, firehalls, industrial parks and other essentials. Acquiring land for housing was not included. Under the amendment (Item 7 of Bill 63), Ontario permitted municipalities to participate directly in the development of residential accommodation within their boundaries, section 16 of the Housing Development Act was repealed and the following substituted:

If there is an official plan in effect in a municipality that includes provisions relating to the provision of housing, which provisions have been approved by the minister subsequent to the coming into force of this section, or if the council of a municipality has adopted a policy statement containing provisions relating to the provision of housing which statement has been approved by the minister, the council of the municipality may:

- (a) acquire and hold land, with or without buildings thereon, within the municipality for the purpose of a housing project;
- (b) survey, clear, grade, subdivide, service and otherwise prepare such land for the project; and
- (c) sell, lease or otherwise dispose of such land for a nominal or other consideration for housing purposes.

Ministry's Municipal Land Development Unit

Now that municipalities are able to acquire and develop land for residential use, the Ministry of Housing has set up a special group of resource personnel to provide information and assistance in implementing the program.

The municipal land development unit at 60 Bloor Street West, Toronto M4W 1A1—telephone (416) 965-9040—will provide detailed information about the program, its objectives and procedures, and will provide assistance in the selection, review and processing of suitable land.

Municipal assembly and development of residential land, done in accordance with local and provincial planning objectives, will assist in providing land at reasonable prices to meet the needs of citizens over a broad range of income levels.

To facilitate this, land may be sold or leased in the form of serviced lots to individuals and builders.

More specifically, the program is intended to:

- (a) make serviced residential land available where such land is scarce or unavailable;

- (b) make serviced land available at reasonable cost to families who have difficulty buying land at current market rates;
- (c) provide an inventory of land for the development of rental housing by the private sector as well as agencies such as Ontario Housing Corporation and community-sponsored groups.

Funding

Central Mortgage and Housing Corporation will provide loans of up to 90 per cent of the appraised cost of acquisition and servicing (as determined by CMHC under section 42 of the National Housing Act). CMHC will entertain loan applications submitted after provincial approval of local housing policy statements.

Municipalities taking part in such a program should maintain close contact with CMHC area representatives so that the review and approval of loan applications may be smooth and positive.

Special Assistance

The municipal land development unit is prepared to help municipalities in a number of ways, so they may buy land with a minimum of delay and confusion. Here are examples:

- providing detailed information concerning objectives and procedures;
- assisting in evaluating potential sites;
- assisting municipalities to obtain necessary input from other government agencies;
- helping review and evaluate reports submitted by planners, engineers, appraisers and other consultants;
- providing comment and guidance where required on any proposed development objectives and disposition of sites.

Statement of Housing Policy

A housing policy statement, or an official plan with housing provisions, approved by the Minister of Housing, is a pre-requisite for the acquisition of land for housing by a municipality.

- The Ministry offers grants to municipalities to carry out studies which will provide the basis for housing policies. See the Outline data sheet Grants to Municipalities, issued by the Policy and Program Development Secretariat of the Ministry, at 801 Bay Street, Toronto.

- After a municipality has produced a statement of housing policy, it does not follow that land assembly will prove to be the recommended vehicle for satisfying the most urgent priorities; other available government programs may provide the solution.

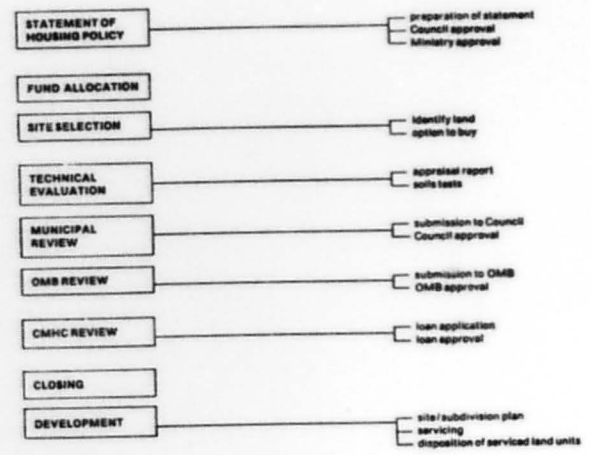
Local initiative plays an important role in the sequence, and local experience and priorities must form the basis of any good housing plan. Residents cannot give the degree of sensitivity to local needs that is possible at the community or neighborhood level. Speed is also important, in this day of rapidly-accelerating prices it is important to work swiftly and purposefully, since land is a commodity much in demand. The need for speed goes beyond the buying of land; it also applies to having the land serviced, subdivided, developed and finally occupied.

(over)

K-14c

R-14-d

The following chart shows the basic procedure involved in municipal land acquisition/development.



Municipal land development staff will help throughout this process—even to the stage of disposition of the land units.

GENERAL COMMITTEE OF COUNCIL

SEPTEMBER 8, 1976

REPORT NO. 27-76

To: The Mayor and Members of City of Mississauga Council.

LADIES AND GENTLEMEN:

The General Committee of Council presents its twenty-seventh report and recommends:

1190. That the Property Agent be instructed to enter into negotiations with Environment Canada and S. B. McLaughlin and Associates Limited with a view to negotiating a lease of the pier so that the public may have access thereto, and report back to Council.

(04-1190-76) 119-76

1191. That the report by Mr. D. J. Horne of the I.A.O. and Chief Miller's response, be received; and further, that Chief Miller and Mr. D. J. Horne be invited to attend an Administration and Finance Committee meeting to discuss the report in detail.

(04-1191-76) 41-76

1192. That the Public Affairs Department be directed to invite to a City Council meeting, Miss Karen Kain and representatives from the Royal Canadian Legion Branch 528, Malton for the purpose of presenting them with a Certificate of Recognition.

(04-1192-76) 178-76

1193. That no Sunday service be provided on Route 5 (Gateway Postal Facility) at this time, however, consideration be given to providing a service in 1977 after the Ministry of Transportation and Communications has determined their new policy for funding transit deficits.

(04-1193-76) 112-76

September 8, 1976

1194. That Council enact the proposed by-law to provide for the addition of penalty and interest charges to unpaid and overdue taxes at the rate of 12% per annum effective January 1, 1977.

(04-1194-76) 20-76

1195. That the sum of \$69,575.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application OZ-65-67, Lawrence Avenue Investments, being a parcel of land on Pinkney Drive with a proposed zoning of RM7D4, Section 304.

(04-1195-76) OZ-65-67

1196. That the sum of \$2,150.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 280/75-M, Dennis and Marie Ratcliffe, zoned R3, Sharon Crescent.

(04-1196-76) 66-76

1197. That the sum of \$8,750.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application OZ-13-73, Rosenfeld and Betel, being a parcel of land on Dundas Street with a proposed zoning of M1 special section.

(04-1197-76) OZ-13-73

1198. That the sum of \$9,647.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 138/76-M, Heinz Kiefer, being an industrial lot on Shawson Drive, having an area of about 2.27 acres zoned M2.

(04-1198-76) 66-76

September 8, 1976

1199. That the sum of \$139,240.00 be accepted as the 5% cash in lieu of land dedication in connection with Registered Plan M-156, Superior Heights, instead of the amount of \$198,050.00, as approved by Council on May 10, 1976; this reduction being due to a redesign in plan.
(04-1199-76) M-156
1200. That the two agreements of purchase and sale, one covering part 40, 43R-3261 and the other covering part 39, 43R-3261, be executed by the City. (Church Street widening.)
(04-1200-76) P. 11-75
1201. That the Offer dated August 16, 1976, covering a 7,055 sq. ft. parcel shown as part 1, Plan 43R-2268, be accepted and executed by the City. (Eglinton Avenue East widening.)
(04-1201-76) P. 18-75
1202. That the Offer to Sell dated August 17, covering part 9, Plan 43R-2268 for road purposes, be accepted and executed by the City. (Eglinton Avenue East widening.)
(04-1202-76) P. 18-75
1203. That the Offer to Sell dated August 16, 1976, covering part 8, Plan 43R-2268, signed by Mr. and Mrs. Ellis be accepted and executed by the City. (Eglinton Avenue East widening.)
(04-1203-76) P. 18-75
1204. That the Offer to Sell dated July 30, 1976, covering part 13, Plan 43R-3877, executed by Veroli Construction Limited, be accepted and executed by the City. (Tomken Road widening.)
(04-1204-76) P. 3-75
1205. That the Offer to Sell dated August 9, 1976, from Louella Nicholson covering part 6, Plan 43R-3877 be accepted and executed by the City. (Tomken Road widening.)
(04-1205-76) P. 3-75

September 8, 1976

1206. That the Offer to Sell dated August 11, 1976, executed by Alpaca Construction Incorporated, covering part 14, Plan 43R-3877, be accepted and executed by the City. (Tomken Road widening.)

(04-1206-76) P. 3-75

1207. That the Offer signed by Clifford Jennison and Leonard Bayles, covering a 1,935 sq. ft. parcel shown as part 5, Plan 43R-3850, be accepted and executed by the City. (Tomken Road widening.)

(04-1207-76) P. 3-75

1208. That the agreement dated August 10, 1976, executed by Shields Snow Limited, covering a working easement being part 14, Plan 43R-3627, and a permanent storm sewer easement shown as part 13 on the same plan, be accepted by the City. (Cawthra Creek Diversion.)

(04-1208-76) 180-76

1209. That the Agreement between Peter McCormick and the City, be executed by Council. (Cawthra Creek Diversion, 1154 Cawthra Road.)

(04-1209-76) 180-76

1210. That the Property Agent be authorized to arrange for the demolition of the house known municipally as 385 Lakeshore Road West which formed part of the purchase of park lands from Bevarck Holdings Limited.

(04-1210-76) 111-76
119-76

1211. That the local firm of Hanks, Irwin and Pearson be retained as the City's consultant for the two depot buildings. (Clarkson and Malton.)

(04-1211-76) 24-76
17-76

September 8, 1976

1212. That the City of Mississauga not object to Borough of Etobicoke Restricted Area By-laws 3784, 3785, 3786.

(04-1212-76) 103-76

1213. That the City of Mississauga not object to Town of Oakville Restricted Area By-law 1976-82.

(04-1213-76) 186-76

1214. That the City pay for the cost of the transfer of the 7' road widening (Clarkson Road) back to Mr. Pengilley at an estimated cost of \$700.00 and that the funds for same be allocated from the Contingency Fund, in accordance with the report dated September 2, 1976 from the Commissioner of Engineering, Works and Building.

(04-1214-76) 18-76

1215. That the Minister of Transportation and Communications be requested to designate Burnhamthorpe Road between Erin Mills Parkway and Winston Churchill Boulevard, as a main thoroughfare.

(04-1215-76) 16 111 76053
11 141 00011
11 321 76004

1216. (a) That the proposed by-law to amend Traffic By-law 234-75, as amended, be approved. (2247 Hurontario Street, 1660 Bloor Street East, 3145 Queen Frederica Drive.)

- (b) That the agreement form accompanying each individual by-law revision as contained in the report, be executed by the Mayor and the Clerk.

(04-1216-76) 86-76

September 8, 1976

1217. That the developer be required to pay the \$2,000.00 per gross acre major road and watercourse improvement levies for the gross acreage of residential plan of subdivision T-75507, (Credit Valley Golf and Country Club) as per present existing policy of the City.

(04-1217-76) T-75507

1218. That the Mississauga Symphonic Association be granted permission to sell "Booster Buttons" commencing on City Day until September 25, 1976, and further, that the \$20.00 application fee be waived.

(04-1218-76) 74-76

1219. (a) That the Tender for the Lakeview Golf Club Sprinkler System TR 22-76 be awarded to Kenneth Siddall Inc. for \$78,900.00, being the lowest tender received.
- (b) That the Tender for the Lakeview Golf Club Irrigation Pond TR 24-76 be awarded to Bramall & Co. Construction Ltd. for \$21,679.70 being the lowest tender received.

(04-1219-76) 21-76

1220. That the agreement between the City and St. Luke's on the Hill Church to place a proper asphalt surface on the Church's parking lot and driveway for the right of public use of the said parking lot and driveway be signed, the necessary by-law enacted.

(04-1220-76) 10-76

1221. That the Recreation and Parks Department be authorized to proceed with a call for tenders, with the parking lot being shown as an option, for the construction of an outdoor artificial ice rink/tennis courts in Woodhurst Heights Park.

(04-1221-76) 21-76
10-76

September 8, 1976

1222. That the swimming pool agreement for 1976-77, as signed by the Peel Board of Education, be approved and signed by the City.

(04-1222-76) 3-76
17-76

1223. That Mrs. I. Downey's 1976 salary be adjusted to reflect the 8% increase adopted by Council on April 14, 1976.

(04-1223-76) 40-76

1224. That Mount Charles Oil Limited's application to convert an existing gas bar to a self service outlet located at the south-east corner of Derry Road East and Dixie Road, be processed, subject to the usual site plan and planning requirements.

(04-1224-76) 93-76

1225. That the Council of the City of Mississauga authorize the issuance of a building permit for the expansion of the Royal Bank, 1785 Lakeshore Road West, based on the circumstances set out in the report dated September 2, 1976, from the Commissioner of Engineering, Works and Building, subject to site plan approval of the Planning Department within the design guidelines of the Clarkson Business District Revitalization Programme.

(04-1225-76) 4-76
25-76

1226. That the City's 50' road allowance policy be upheld with reference to proposed plan of subdivision, T-22525, Erin Glen Gardens Limited.

(04-1226-76) T-22525

1227. That the by-law to authorize the execution of the lease agreement between the City and the Trustees of the Sheridan United Church regarding the provision of parking space on the City's Community Centre's lands, be enacted by Council.

(04-1227-76) 8-76
111-76

September 8, 1976

1228. (a) That the City of Mississauga approve an expenditure of \$27,950.00 for its share of the vandalism prevention program outlined in Table I of the Vandalism Task Force Report.
- (b) That the City of Mississauga refer the report of the Task Force to the agencies represented on the Task Force, the Region of Peel, Brampton and Caledon for their comments.
- (c) That the costs outlined in the report as the responsibility of the Peel School Board and Dufferin Peel School Board (shared on a per pupil basis) and the Region of Peel Police Commission be recommended to these agencies by the City of Mississauga as their share of the vandalism prevention program.
- (d) That the 1977 cost estimates be included in the 1977 budget preparations.
- (e) That the City's Manager's comments set out in the report dated August 18, 1976, be received.
- (f) That Federal contributions to the public awareness national program on vandalism will be used to reimburse the City's share of the public awareness program.
- (g) That the City Manager report to Council on where funds (\$27,950.00 in (a) above) can be redeployed from.

(04-1228-76) 176-76

1229. (a) That the Transit Department provide no additional service, at this time, by Mississauga Transit to the Etobicoke General Hospital.
- (b) That Mississauga Transit continue a periodic review of providing a service to the Etobicoke General Hospital and report back to Council.
- (c) That Humber College be requested to report in November, 1976, as to student use of the Transit System.

(04-1229-76) 112-76

September 8, 1976

1230. That further consideration of the Property Agent's report dated August 18, 1976, with reference to the Fourth Line East Closing and conveyance of the closed portion to Her Majesty the Queen in Right of Canada, be deferred.

(04-1230-76) 42-76

1231. (a) That a special General Committee meeting be held relating to development levies, and that the following items be discussed:
- (i) the levels of municipal services to be used as goals in negotiations.
 - (ii) the relevance of legal precedent on this matter.
 - (iii) the financial base of possible alternative City positions.
 - (iv) the assumption that no grants of subsidies be a part of the levy calculations.
- (b) That the memorandum dated August 26, 1976, from Councillor D. Culham and attachments, regarding development levies, be referred to staff for comments.

(04-1231-76) 120-76
194-76

1232. (a) That the Ministry of Transportation and Communications be advised that the City of Mississauga has reviewed their proposals with regard to the Winston Churchill and the Queen Elizabeth Way interchange and has the following comments:
- (i) In the opinion of the City, the proposed work at the Cawthra and Queen Elizabeth Way interchange should be carried out prior to the work on the Winston Churchill and the Queen Elizabeth Way interchange.

Continued....

ITEM 1232 CONTINUED:

-10-

September 8, 1976

- (ii) The City wishes to stress that the locations of the service roads are not to be finalized prior to further discussion with the industries, residents, City technical staff and members of Council involved; these discussions to take place at a General Committee meeting.

(04-1232-76) 22-76

- 1233. That the report dated August 13, 1976, from the Commissioner of Recreation and Parks with reference to basketball backboards on school property, be referred to the Recreation Committee for consideration.

(04-1233-76) 17-76
3-76

- 1234. That the project with reference to Taurus Steak House set out in the report dated August 19, 1976, from the Commissioner of Recreation and Parks, be authorized in order to permit an early October opening; and further, that in conjunction with the Director of Supply and Services, the Recreation and Parks Department be authorized to dispose of the "old" kitchen equipment by whatever means will bring the City the best dollar return.

(04-1234-76) 128-76

- 1235. That the City of Mississauga recommend to the Region of Peel, the appointment of the persons stated in Mr. Charles Moore's report dated September 2, 1976, as parking enforcement officers to issue parking tickets to the owners of vehicles which are parked and stored on private property without the authorization of the property owner, pursuant to the recommendations of the City of Mississauga Council dated April 12, 1976.

(04-1235-76) 2-76
86-76

- 1236. That the City Manager report to Council on the action that has been taken by City Staff to carry out the instructions of Council relating to the control of land use and of recreational activities allowed, and the urban planning required, in the Mississauga Waterfront Area

Continued....

ITEM 1236 CONTINUED:

-11-

September 8, 1976

in general, and the Port Credit Harbour in particular; and further, that the report shall also contain the following information and deal with any other matter deemed relevant by the City Manager:

(i) an inventory of land:

- (a) owned by the City and leased by the City and the details of each lease.
- (b) owned by the Federal Government and leased by the Federal Government with details of those leases.
- (c) land owned or leased by or to the Credit Valley Conservation Authority.
- (d) land which though not owned or leased to or by the Credit Valley Conservation Authority is under the jurisdictional control of the Conservation Authority pursuant to the Conservation Authority Act.

(ii) an inventory of fences:

- (a) erected by the City, or
- (b) erected by any other person, group, company, or government

which in any way restricts access to Lake Ontario.

(04-1236-76) 119-76

1237. That a sum of approximately \$10,000.00 be transferred from the Contingency Fund for storm sewers on Shady Lawn Court and Plainsman Road, so that the work can be accomplished in 1976 in line with the Commissioner of Engineering, Works and Building's report dated September 2, 1976.

(04-1237-76) 33-76

1238. (a) That the report dated September 2, 1976, from the Commissioner of Recreation and Parks, with reference to property line fencing, Dolphin Park, be received.

(b) That a fence be erected between Mr. Bob Rutledge's property and Dolphin Park on the basis of the property owned accepting responsibility for 50% of the cost of the fence, estimated to be \$1,221.70.

(04-1238-76) 10-76

September 8, 1976

1239. That a comprehensive study of the future role of Mississauga Road be undertaken in accordance with terms of reference to be established by the Commissioner of Planning in consultation with the Commissioner of Engineering, Works and Building.

(04-1239-76) 131-76

1240. That a public meeting be held for the rezoning application under File OZ-71-75, Ted Libfeld, based on the recommendations of the Planning Staff Report dated May 19, 1976.

(07-15-76) OZ-71-75

1241. That further consideration of application under File OZ-15-76, Markborough Properties Limited, be deferred until City Council has completed consideration of the Meadowvale West Plan, and that a public meeting be called to consider the subject application if it is appropriate to do so in the context of Council's decision on the Meadowvale West Plan.

(07-15-76) OZ-15-76

1242. That proposed condominium CDM 75-143 Alterra Developments Limited, be recommended for approval to the Ministry of Housing, subject to the conditions outlined in the Planning Staff report dated August 18, 1976.

(07-15-76) CDM 75-143

1243. (a) That a public display of the Malton Community Study be arranged through collaboration with the Ward Councillor.
- (b) That the Malton Community Study be circulated for comment to appropriate departments and agencies.
- (c) That Planning Staff report back to Planning Committee on the input received from the public and from departments and agencies, with recommendations on modifications to the Study prior to its final approval.

Continued....

ITEM 1243 CONTINUED:

-13-

September 8, 1976

- (d) That where development applications are received in accordance with the Study proposals, that these applications continue to be processed but not finalized until adoption of the Malton Community Study by City Council.

(07-15-76) 12-76

1244. That the Planning Staff Report dated August 4, 1976, recommending approval of the rezoning application under File OZ-23-76, Eastcan Holdings Limited, subject to certain conditions, be adopted; and further, that the applicant be requested to submit a site plan reflecting freehold townhouses, and that the City of Mississauga agrees to expedite the processing of the related subdivision application.

(07-15-76) OZ-23-76

1245. (a) That the Planning Department, with input from the Engineering, Works and Building Department and the Recreation and Parks Department, proceed with the detailed design of the Streetsville Town Square, with a view to construction during 1976.

- (b) That the Staff proposal for further study of the Streetsville Core Area Phase II Program, as outlined in the planning staff report dated August 18, 1976, be approved, with it being understood that the philosophy contained in Streetsville Official Plan Amendment #8, not be deviated from.

(07-15-76) 195-76

1246. Whereas Planning Staff have reviewed the procedures to determine if there is a way to expedite applications to convert to on-street townhousing from conventional townhousing;
And Whereas it would appear that the one area where some time could be saved involves the City's policy to require a public meeting prior to consideration of requests for rezoning;
And Whereas applications of this type have previously been considered as public meetings of Planning Committee;

Continued....

ITEM 1246 CONTINUED:

Therefore Be It Resolved that in instances where the original application was not supported by a site development plan, or where circumstances do not warrant presentation of a site development plan to the public, that this step be waived; however, in all other instances a public meeting shall be held to inform the public of the change in tenure and any design changes proposed.

(07-15-76) 25-76

1247. That the information concerning the applications received by the Planning Department during July, 1976, be received.

(07-15-76) 12-76

1248. That the information concerning the resignation of Ms. M.F. Ciceri, Planner, Policy and Research Division, effective September 8, 1976, be received.

(07-15-76) 40-76

1249. That the computer print-out with respect to the 1976 Operating budget of the Traffic Safety Council and the year to date transactions as of June 30, 1976, be received.

(19-59-76) 46-76

1250. That a school crossing guard be located at each end of Copenhagen Road where it joins Derry Road; and further, that funds be made available from the Contingency Fund.

(19-60(a)-76) 46-76
33-76

1251. That the Inspection Committee of the Traffic Safety Council be directed to look at the location set out in Item 1250 above, and at the intersection of Gananoque Drive and Glen Erin Drive in the first week of school in September of this year; and further, that the necessary sum of money for the crossing guard at Gananoque Drive and Glen Erin Drive, be made available from the Contingency Fund.

(19-60(b)-76) 46-76

September 8, 1976

1252. That a safety sidewalk be constructed on the north side of the Queensway between Robin Drive and Hammond Road and that this project be included in the 1977 capital budget.

(19-61-76) 46-76
33-76

1253. That a school crossing guard be located at the intersection of Bromsgrove Road and Widemarr Road as soon as possible, and further, that funds for this crossing guard be made available from the Contingency Fund.

(19-62-76) 46-76
33-76

1254. That the letter dated August 4, 1976, from Mr. R. H. Humphries, Assistant Deputy Minister, Driver and Vehicles Section of the Ministry of Transportation and Communications, with respect to amendments to the Highway Traffic Act pertaining to the school crossing guards, be received.

(19-63-76) 46-76

1255. That Mr. E. Sommerville, Chairman of the Traffic Safety Council be appointed to attend the 1976 Canada Safety Council Convention in Ottawa beginning on October 3, 1976.

(19-64-76) 46-76
38-76

1256. (a) That the Engineering Department be authorized in conjunction with the Legal Department to draw up a proposed contract between the Municipality and Ecolad Limited with respect to the provision of Waste Disposal Containers to the Municipality and that the proposed contract be for a term of three years with a provision that Ecolad have the right of first refusal to a successive five year contract.

Continued.....

ITEM 1256 CONTINUED:

-16-

September 8, 1976

- (b) That the contract be for a minimum of 100 units.
- (c) That all advertising and proposed locations be subject to the Municipality's approval.
- (d) That the proposed contract include a 90-day termination clause and a non-exclusive clause ensuring that the Municipality has the right to enter into similar agreements with other companies if it is deemed advantageous to the Municipality.

(06-24-76) 99-76
59-76

1257. That the information contained in the film presentation prepared by the Credit Valley Conservation Authority with respect to Flood Plain Mapping and designation of fill lines, be received.

(06-25-76) 54-76

1258. (a) That the Engineering, Works and Building Department be authorized to approve exemptions to parking regulations for specific events upon application from the Port Credit Yacht Club and that this exemption apply only to Stavebank Road, south of Park Street.
- (b) That the Engineering Department ensure that there is adequate signage on Stavebank Road to inform visitors of the parking restrictions.

(06-26-76) 86-76

J. L. JULIAN CITY CLERK

P-1

we the undersigned wish to oppose the rate increase put forward by the Mississauga Taxi Authority. It is the conclusion of the undersigned that it would be harmful to the taxi business in Mississauga if the rates exceeded that of the Toronto Taxis. Our reason for this is that a large percentage of Mississauga business originates within a 5 mile radius of the boundary between Toronto and Mississauga. A great deal of this business is travelling to the other municipality and back again and if our rates exceed Toronto rates we will lose this business.

The same applies to the business at the Toronto International Airport. We would mention that when the new legislation becomes effective at the Airport, signs will be posted, or an attendant will be on hand to inform customers of the rates charged by the different municipalities. Again most of this business would go to the Toronto Taxis and not Mississauga Taxis.

In view of the constant travelling of taxis across the boundary line of these two municipalities, we feel it would be advantageous to the business if the rate for the two municipalities were the same. It is therefore our proposal that Mississauga wait until Toronto puts forward their next rate increase and review the rates in Mississauga at that time.

Philip J. Hendon
Name

Manager
Title

Name of Company Maple Leaf

Ronald T. Chomkintan
Name

Manager
Title

Name of Company Skyway

Ward Spidoluis
Name

Manager
Title

Name of Company Air Travelers Cab Service's Ltd.

M. J. A.B.
Name

Manager
Title

Name of Company Seven Eleven Taxi

RECEIVED
REGISTRY NO. 8343
DATE AUG 26 1976
FILE NO. 9-76A
CLERK'S DEPARTMENT

TO BE RECEIVED AND REFERRED TO THE TAXI CAB COMMITTEE

F. DEBAISSI
[Signature]

T. L. JUDIAN CITY CLERK

P-2

We the undersigned wish to oppose the rate increase put forward by the Mississauga Taxi Authority. It is the conclusion of the undersigned that it would be harmful to the taxi business in Mississauga if the rates exceeded that of the Toronto Taxis. Our reason for this is that a large percentage of Mississauga business originates within a 5 mile radius of the boundary between Toronto and Mississauga. A great deal of this business is travelling to the other municipality and back again and if our rates exceed Toronto rates we will lose this business.

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ART JUDIAN	162	<i>[Signature]</i>
FAROUK DEBAISSI	218	<i>[Signature]</i>
ASAPATDA	224	<i>[Signature]</i>
WAKED GHANNONE	174	<i>[Signature]</i>
JAMAL JURY	78	<i>[Signature]</i>
DAVID EGAN	56	<i>[Signature]</i>
PARM JIT SINGH GILL	283	<i>[Signature]</i>
J BU MANSEUR	198	<i>[Signature]</i>
MARIN ABOULHOKK	39	<i>[Signature]</i>
M. ANSEL MOREIRO	84	<i>[Signature]</i>
KHALED HALABY	301	<i>[Signature]</i>
4 LIL HOD	46	<i>[Signature]</i>

F. DEBAISSI

✓ TO BE RECEIVED AND
REFERRED TO THE TAXI CAB
COMMITTEE

13. SERAFINE DUBATFO	184	P. 2a Serafine Dubatfo
14. KASSAM CHARARA	Lic # 455	Kassar
15. JAMILAL ALVAR	166	Jamil Alvar
16. BALAZ	195	Balaz
17. Hamza Said	10	Hamza Said
18. T. A.	Lic # 130.	T. A.
19. D. GONCALVES	207	D. Goncalves
20. ALAYBAYGUL	# 216 OR SAME AS METRO	Alaybaygul
21. 'auzi Edcheisy	295	'auzi Edcheisy
22. AYMAN SAID	219	Ayman Said
23. FELIPE - FORMOSO # 27	# 27	Felipe - Formoso
24. WADIE SABAT	103	Wadie Sabat
25. RAFIG SAYEGH	190	R. Sayegh
26. SAMIR AICUT	141	Samir Aicut
27. RAE ABUTABIEK	302	Rae Abutabiek
28. JEAN ISSA	268	Jean Issa
29. ARDAKA SALAH	289	Ardaya Salah
30. F. CUMHA	126	F. Cumha
31. D. Moleky	177	D. Moleky
32. J. A.	283	J. A.
33. A THORPE	# 37	A Thorpe
34. TAVIS LOUTAIF	53	Tavis Loutaif
35. GORDON WOODBURY	31	Gordon Woodbury
36. FRANK IKER	167	Frank Iker
37. A. ABoulk	14	A. Aboulk

F. DE BAISSE

38 - AM ⁽²⁰⁴⁾	264	A TURNER ^{V-20}
39 - Yasin Tammur	241	Y. Tammur
40 - ANWAR SAWAH	109 + 289	Anwar
41 - ALI ABDELAAL	133	Abdelal
42 - JEL BRADLEY	273	J. Bradley
43 - SAMUR GUSTI	30	S. G. G.
44 - D Ellis	88	D. Ellis
45 - F. Izid	270	F. Izid
46 - M. Y. M. M.	279	M. G. H. STEIN
47 - S. Haddad	107 ^{new}	S. H. H.
48 - S. SABAT	103	S. Sabat
49 - S. CHOCHE	73	S. Ch.
50 - J. POTESTIO	148	J. Potestio
51 - F. DIAB	60	F. Diab
52 - M. SHARIF	258	M. Sharif
53 - Tom (ITIA)	65	Tom
54 - T. SUKRI	72	T. Sukri
55 - P. P. R. R.	209	P. P. R.
56 - T. TAKEDJ	121	T. Takedj
57 - K. WETSCH, Y. R. G.	147	K. W. Y. R. G.
58 - HASHIM EID	205	H. E. I.
59 - R. Conde	138	R. Conde
60 - JAY NAM	150	J. N.
61 - JOSEF HREBIK	96	J. H.
62 - Abel slaybel	112	A. S.

F. DeBaiss:

63 - M. R. BUTT	193
64 - ADEL HADJAJ	199
65 - L. WARMINGTON	151
66 - K. HALABI K. HALABI	277
67 - Youssef ELJABRI	79
68 - Edward SPRATT	687
69 - HOGAN	111
70 - KENNETH FOSTER	43
71 - JASON RAMDEYOL	305
72 - M. B. S. S. S. S.	281
73 - RAMIRO DE LOS SANTOS	161
74 - BRUNO K. K. K.	105
75 - ART-LASHINSKY	113 SAME AS - METRO
76 - MIRO MALISH	82 MISS. husband
77 - VIERA MALISH	82 MISS wife
78 - Kam HADDAD	Ant # 053 Miss
79 - F. CHAGNRI	249 Miss
80 - S. NAJJAR	124 Miss
81 - S. HAZINEH	Badge # 0729 Miss 33451 DOMMIC
82 - T. DIAB	cat # 35
83 - H. HAZINEH	S No 323
84 -	
85 -	
86 -	
87 -	
88 -	

F-2C ~~with~~ ~~with~~

Adel Hajjar
Wilmington
Khaled Halabi
Y. Eljabri
Edward Spratt
Hogan
Kenneth Foster
Jason Ramdeyol
N. Crossdale
Ramiro de los Santos
Bruno K. K.
Art Lashinsky
Miro Malish
Viera Malish
Kam Haddad
F. Chagnri
S. Najjar
S. Hazineh
T. Diab
H. Hazineh

F. DEBAISSI



City of Mississauga

MEMORANDUM

4B-3

To MAYOR AND MEMBERS OF COUNCIL
Dept. _____

From Mr. I. F. Markson
Dept. City Manager

September 9, 1976.

SUBJECT: HIGHWAY 403

ORIGIN: Resolution 431 - Council Meeting of July 12, 1976.

COMMENTS: On July 12, 1976, Council asked that the Commissioners of Engineering and Planning and the Director of the Official Plan Review meet with the Ministry of Transportation and Communications, to determine possible alignments for Highway 403, and report back to Council by September 15, 1976.

RECEIVED

REGISTRY NO. 5738

DATE SEP 10 1976

FILE NO. 23 76
15 76

CLERK'S DEPARTMENT

Subsequent to this Resolution, the Minister - The Honourable James Snow - has written to Mayor Dobkin in a letter dated July 30, 1976, and the Deputy Minister - Mr. Harold Gilbert - has also written to Mayor Dobkin in a letter dated August 12, 1976. From these letters the conclusion may be drawn that the Ministry of Transportation and Communications will not provide the City of Mississauga with any information on the possible realignment of Highway 403 while the Parkway Belt Hearings are in progress.

In addition, the Deputy Minister has suggested that the City of Mississauga should, if it so desires, make a presentation to the Hearing Officer for the Parkway Belt based on any pertinent information which the City may have at its disposal.

In conclusion, it is evident that staff will not be able to report to Council after consultation with the M.T.C. on other possible alignments for the 403 until the Parkway Belt Hearings have been completed. It is estimated that the Hearings will not be finalized until the latter part of October, 1976 and the decision will not be rendered until some time after the Hearings are finished.

TO BE RECEIVED.
DIRECTION REQUIRED

UB-3a

- 2 -

Comments:

Cont'd.

The following should therefore be considered by Council:

1. Is the City prepared to accept and abide by the evaluation of the SOTAS Brief, which is being undertaken by the Ministry of Transportation and Communications?
2. If the response to (1) is no, the City should retain a firm of Consultants to do a Functional Study on the possible realignment of Highway 403 for presentation to the Province.
3. If City Council decides to consider (2) above, it should at the same time take into account the memo of the Planning Commissioner dated August 9th, 1976, attached.

I. F. Markson
I. F. Markson,
City Manager.

WPT/az
c.c. S.M.T.
Attach.

CITY OF MISSISSAUGA

PLANNING DEPARTMENT

FILE: SP 163, SP 139
DATE: August 9, 1976

MEMORANDUM

UB-3b

TO M. L. Dobkin, Mayor, and Members of the City
of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Save Our Trees and Streams Presentation to City
Council July 12, 1976

COMMENTS At its July 12, 1976 meeting, City Council, after
considering the presentation made by SOTAS with
respect to the alignment of Highway 403, public
open space and intermediate capacity transit
system alignments, resolved as follows:

"BE IT RESOLVED that the Council of the
City of Mississauga wishes to review
the exact alignment of the 403 within
the Eglinton-Burnhamthorpe corridor
with a view to determining the best
location in light of studies recently
completed and instructs the Commissioners
of Planning and Engineering and the
Director of the Official Plan Review
to meet with the M.T.C. to determine
other possible alignments and report
back to Council by September 15, 1976."

The purposes of this memorandum are to express
support for the intent of the Resolution because
it endorses a previous position of the Planning
Department, and to draw attention to the possible
effects the implementation of this Resolution
could have on the future production of housing
in Mississauga, so that City Council is aware
of the implications for future housing production
that arise from the current consideration of
Highway 403 and related matters.

From preliminary estimates, it would appear that
by assigning City staff to the project on a top
priority basis (at the expense of other projects
now at the top of the priority list) and assuming

UB-3c

FILE: SP 163, SP 139
DATE: August 9, 1976

similar priority will be given by the Ministry of Transportation and Communications, it is likely that a report on alternative alignments for Highway 403 could be available by the deadline, September 15, 1976; but, it should be noted, some considerable time thereafter will elapse before a decision is made on the best alignment. The extent of this time period will depend largely on when the findings and recommendations of the Parkway Belt West Hearings are reported to and consequent decisions are made by the Province. From that point, assuming a different alignment than the existing one is selected, a further period of around twelve months will probably be necessary for the Ministry of Transportation and Communications to produce a new program for the construction of Highway 403. Based on the foregoing, it is reasonable to assume that there could be a delay of at least eighteen months in the building of Highway 403, given present constraints and opportunities.

In at least two areas of Mississauga (further studies may indicate other areas are similarly affected), this delay poses problems with respect to the future availability of housing. The two areas are North-North Dixie and Creditview.

North-North Dixie

This planning community is bounded by Burnhamthorpe Road, Cawthra Road, the Etobicoke Creek and the southerly east-west Parkway Belt. Very recently the land development applications within it were released for processing towards the preparation of a staged development program that would recognize, among other things, the existing secondary plan (Amendment 225 - approved August 1973), the City's financing capability, and the timing of the emplacement of facilities which are to be built by agencies other than the City and which are needed to service the proposed, planned development. The point to be made here is with respect to the latter prerequisite to the staging of development.

It was mentioned in the staff report which resulted in the release of the North-North Dixie Community for staged development that the first stage should coincide with the completion of Highway 403 between

UB-3d

FILE: SP 163, SP 139
DATE: August 9, 1976

- 5 -

Highways 401 and 10. It follows, therefore, that unless there is an alternative to Highway 403 to meet the transportation servicing requirements for North-North Dixie, there will be a delay in starting the development of North-North Dixie equal in time to the delay in completing the Highway 401 to Highway 10 section of Highway 403.

Creditview

This area is bounded by Burnhamthorpe Road, Confederation Parkway, the southerly east-west Parkway Belt and the C.P.R. tracks.

As with North-North Dixie, the Creditview Community was recently released for processing towards eventual development for housing purposes and, consequently, delays in completing Highway 403 will be transferred to the start of developing this area. There is, however, a significant difference between the two communities. North-North Dixie has an approved secondary plan, Amendment 225, which need not be affected by a change in the alignment of Highway 403 (given the present range of alternative alignments), whereas Creditview does not have a secondary plan, and the location of Highway 403, since its present alignment is the northerly boundary of the area, will dictate to a large extent the design of the secondary plan.

The situation with respect to Creditview is, therefore, more complicated than North-North Dixie in that the design of its secondary plan is affected by the present uncertainty of the Highway 403 alignment.

The foregoing illustrates two examples of the possible delays in producing housing in Mississauga which are implied by the call for a re-evaluation of the Highway 403 alignment. There could be similar implications for other areas, such as Mississauga Meadows, West Credit and the Core Area, which may result in the need for future reports.

UB-32

FILE: SP 163, SP 139

DATE: August 9, 1976

- 4 -

CONCLUSIONS

There is an obvious need and desire to re-evaluate the existing alignment of proposed Highway 403. At the same time, there is also a need and desire to produce affordable housing in Mississauga. Under present circumstances, it seems likely that the delay in meeting the first-mentioned objective will adversely affect the second; and, therefore, some action is required that will result in the implementation of the two objectives being complementary instead of counter-productive. In this connection, it is suggested that the time period for examining alternative alignments and developing a construction program for Highway 403 should be compressed to the absolute minimum - the effort to achieve which will require the cooperation of the City and the Province.

RECOMMENDATION

That the information concerning Highway 403 contained in the Commissioner of Planning's memorandum dated August 9, 1976 be received and given further consideration when the staff report on possible alignments for Highway 403 is presented to General Committee of Council in September 1976.

C V C

Clarkson Village Centre
c/o 1764 Lakeshore Road West, Mississauga



September 7, 1976

I-33
✓

City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Mr. Mayor and Members of Council:

RECEIVED
REGISTRY NO. 8761
DATE SEP 10 1976
FILE NO. 33-76 191 76
CLERK'S DEPARTMENT

The Clarkson Village Centre Business Improvement District requests that the \$500.00 set aside for promotional advertising and Opening Day activities in our 1976 budget be transferred to our account.

We are presently planning Opening Day for October 30, 1976 and there will be costs for printing and advertising which will need immediate attention. We will submit to Council a detailed account of expenditures and receipts after October 30, 1976.

The bank account is located at: Canadian Imperial Bank of Commerce
Lakeshore & Clarkson Road
Box 10, Clarkson P.O., Mississauga

Account #26-02016

Thank you for giving this matter your prompt attention.

Sincerely

Heather L. Caton
Secretary-Treasurer
Clarkson Village Centre

c.c. Mr. Wm. Munden
Councillor Mary Helen Spence

TO BE RECEIVED.
RESOLUTION AVAILABLE.



City of Mississauga

MEMORANDUM

I-34

✓

To Mayor & Members of Council

From R. Mortensen

Dept.

Dept. Chairman, Committee of Adjustment

September 8th, 1976.

Ladies & Gentlemen,

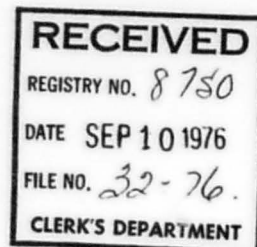
The Committee is concerned with the number of applications being received requesting relief from the sideyard requirements for semi-detached dwellings where windows are proposed in facing sidewalls which open into habitable rooms.

The last two applications received and considered involved 32 lots or 64 units and apparently more applications of this magnitude are anticipated in the near future.

It would appear evident, from discussions with the Planning and Zoning personnel and the absence of objections from said personnel, that section 45 subsection 2 and 3, which regulate such setbacks, may not now be in keeping with, or appropriate to the more sophisticated contemporary designs.

It is therefore respectfully suggested that the appropriate Planning and Zoning personnel be requested to consider some amendment to these regulations which would eliminate the necessity of further applications of this nature to the Committee.

Yours truly,



R. Mortensen
R. Mortensen,
Chairman, Committee of Adjustment.

TO BE RECEIVED. REFERRED TO
PLANNING DEPT. FOR A REPORT.

7562 Tasman Court
Malton, Ontario

September 7, 1976

I-35
✓

Dear Mr. McKechnie:

Regarding the problem of my husband myself and children experienced at Malton Airport Terminal.

It seems residents of Malton experience great difficulty in getting a taxi from the airport home.

On August 22 around 10:30 p.m. at the taxi stand at the airport we had great difficulty getting a taxi. The reason being we lived in Malton.

Our luggage in one car all set for go. When we were asked where are you going the driver got our luggage out of his car so fast. The distance being too short. The driver wanted six dollars. If we paid him that he said he would take us home. My husband said what's on the meter he would be paid. That was our experience in the first cab.

I went for the police (R.C.M.P.), he spoke with the driver but still he wouldn't take us home.

The second cab the police got us into then the officer said we were going to Malton. The driver just about went crazy. Said the R.C.M.P. officer pulled a fast one on him. Got us down the ramp pulled up the car so fast my eleven year old daughter fell forward hurting her face. My children became hysterical. The driver saying he was putting us out of the cab. Degrading language being used in front of my children. I told him I wouldn't get out of the cab if he stopped it. That I would take him to court that he was the cause of my daughter hitting her face.

In the end he took us home. The fare on the meter being \$3.80.

I told him I would report it, he said it wouldn't do any good.

I ask you why we the people of Malton must experience this kind of harassment at the airport.

Mr. McKechnie speaking with you on the phone tonight I said I wasn't sure of the cab company, my husband just told me it was a black cab the first one the driver was oriental. The second car was a yellow cab. The driver was Italian. My husband spoke with him in Italian and he could recognize both drivers again.

I trust you will have this matter looked into.

Yours truly,

(Mrs. P. Albanesi)

TO BE RECEIVED AND FORWARDED
TO TAXICAB AUTHORITY



City of Mississauga

MEMORANDUM

R-15
✓

To COUNCIL

From Mr. E. M. Halliday

Dept. _____

Dept. Commissioner of Recreation & Parks

17-76
111-76

Thursday, September 9th, 1976.

SUBJECT: MISSISSAUGA SYMPHONIC ASSOCIATION - USE OF CLARKE HALL.

ORIGIN: Request from Acting Mayor Culham dated August 24th, 1976 and letter from Executive Director of Mississauga Symphonic Association dated August 19th, 1976.

COMMENTS:

1. The Mississauga Symphonic Association has been provided with permanent business headquarters in Clarke Hall. The space used was formerly the Port Credit Social Welfare Office and is approximately 150 square feet in area. The Association pays \$35.00 per month rental for this accommodation. The further space being requested for the String Institute is similar in area and was the Port Credit Engineering Office.
2. The Recreation and Parks Department, having been in on the "ground floor", so to speak, with the formation of the Symphonic Association, is most anxious that it should continue to meet with success and considers the "String Institute" necessary as part of the Association's "farm system". The department also agrees that the Association's suggestion that Clarke Hall become a music centre is a good one but would have to be developed on a long term basis. The problems associated with this are two fold: firstly other groups and activities function at this time in Clarke Hall and would have to find or be found other accommodation; and secondly there is the inevitable question of finances to support the renovations etc. which would be required, and the operation and maintenance of the building once it became an exclusive music building.
3. It would seem that the Association's Executive Director is referring to the fact that the Board of Trade is being provided with interim accommodation, on a one year contract at this time, while it gets itself organized, when she talks of commercial enterprises in her letter. It is not intended that this organization will remain in Clarke Hall on a permanent basis.

TO BE RECEIVED.
RESOLUTION AVAILABLE.

Continued

CONCLUSIONS:

1. The "old" Port Credit Engineering office should be made available to the Mississauga Symphonic Association on a similar basis to the space already being used in Clarke Hall the rental rate being \$35.00 per month.
2. The General office could be made available on a scheduled once a week basis but should be charged to the Association at the affiliate rate of \$7.50 per session.
3. Since the previous two conclusions amount to a financial involvement of \$65.00 per month this may be beyond the Association's Budget. If this is the case Council could provide a grant to offset rental fees. This would be in addition to the \$10,000.00 already granted by the City as a contribution to the Association's 1976 operations.

RECOMMENDATIONS:

1. That the office adjacent to the Mississauga Symphonic Association's business office in Clarke Hall be made available to the Association on a rental basis of \$35.00 per month.
2. That the large ground floor meeting room, formerly the Port Credit General Office, be made available to the Mississauga Symphonic Association at the Recreation Department's affiliate rental rate of \$7.50 per session.
3. That the Mississauga Symphonic Association be advised that the Board of Trade use of space in Clarke Hall is on a temporary basis and since the Board is using an area allocated to Councillor Wolf as a ward office it is not considered that any conflict exists.



E. M. Halliday,
Commissioner of Recreation & Parks.

/pt



MISSISSAUGA SYMPHONIC ASSOCIATION

77 CITY CENTRE DRIVE, BOX NO. 5, MISSISSAUGA, ONTARIO L5B 1M6

TO: The Mayor and Councillors of Mississauga

REQUESTING USE OF SPACE IN CLARKE HALL FOR THE STRING INSTITUTE

PRESENTATION ON BEHALF OF THE MISSISSAUGA SYMPHONIC ASSOCIATION

Last Fall the Mississauga Symphonic Association founded a string education programme, the String Institute, which has been received with great enthusiasm in the community. Enrolment doubled in six months. At present the enrolment for the Fall term has more than tripled that of last year.

Because of its phenomenal growth, the Institute now needs a public home, easily accessible from all areas of our city. Clarke Hall, the present home of the Symphony business office, offers an ideal location and facilities.

The empty, unused upstairs room adjacent to the symphony office waiting room would be an ideal area for this purpose. It is heated, lighted and maintained. We require neither equipment nor administration.

Since the Institute is Symphony sponsored, proximity to the symphony office is desirable. In fact, the office could be used when necessary for individual instruction.

Considering the quiet nature of string instruments, we do not anticipate their disturbing any other activities going on in Clarke Hall simultaneously.

These combined facilities would permit flexible playing and growth patterns on the part of the Institute.

The importance of such string instruction in our community cannot be over emphasized. Strings are the heart of the symphony; without them you simply have a band!

Because only two schools in Mississauga have string programs, the Association deems the String Institute of highest community priority. We are fulfilling an obvious need, if our community is to maintain a symphony orchestra, without the infinite expense of hiring resident professionals.

We have no wish to compete in any way with present or future school music programs. We intend to complement wherever possible present programs and encourage their development in various directions in the future.

Page 2.

The Mayor and Councillors of Mississauga

It is our hope that, sometime in the future, Clarke Hall could become an educational, cultural, music-oriented centre for Mississauga. The auditorium downstairs offers untold potential as a concert hall for small ensembles, if properly renovated. To overlook such potential for Clarke Hall is to ignore our community's "diamond in the rough", which with a minimum of expense and a maximum of imagination could easily become a polished cultural gem in our community.

We hope that, as in the past, you will continue to support the growth and development of the Symphonic Association and its various activities in Mississauga. We are indeed grateful for it and trust we have not in any way let you down.

Respectfully submitted,

Nancy Reid, Administrative Director,
The String Institute.

Gifford Mitchell, Board of Directors,
Mississauga Symphonic Association.

September 9, 1976.



City of Mississauga

MEMORANDUM

To Messrs. Ian Scott and Lyle Love
Dept. Recreation and Parks

From David J. Culham
Dept. Acting Mayor

August 24, 1976

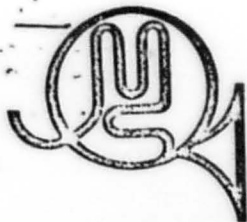
Dear Sirs:

I have received a copy of a letter from the Mississauga Symphonic Association regarding the use of Clarke Hall for String Institute. I intent to support Councillor Wolf on this matter. I was unaware of commercial activity moving into the Hall and am wondering if there are any impediments from the Symphonic Association using this Hall as described.

DJC:sn
Encl.

David J. Culham
Acting Mayor

c.c. Councillor H. Wolf



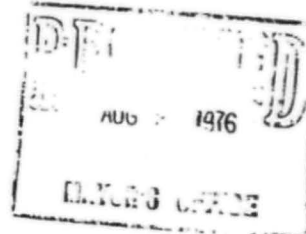
MISSISSAUGA SYMPHONIC ASSOCIATION

~~770 CITY CENTRE DRIVE, BOX 1000, MISSISSAUGA, ONTARIO L5B 1M6~~

161 Lakeshore Rd. West

274-1571

August 19, 1976



Mr. Ian Scott,
Booking and Site Co-ordinator,
Recreation and Parks Dept.,
55 City Centre Drive,
Mississauga, Ont.

Re: Use of Clarke Hall for
String Institute

Dear Ian:

We would like to reserve the upstairs north room adjoining the Symphony Centre office on a permanent basis for our String Institute.

Looking at the long-range picture of the Symphony's growth in Mississauga, it is obvious that such a well-located music centre would be an exceptional asset to the City as well as to the permanent, ongoing development of music in our community.

It would be unfortunate if commercial enterprises secured any sort of base in Clarke Hall, since it is best geared as a community centre facility.

On the suggestion of City Councillor Hubert Wolf, the Mayor was contacted by Mrs. Nancy Reid of the Association's Board of Directors who also is the Administrative Director of our String Institute. This Institute requires central, public accommodation for instructional purposes. This particular upstairs room would be ideal and we could use it full time (morning, afternoon and evening). It would be perfect combined with periodic use of the General Office downstairs for String Institute ensemble groups.

This would not create a hoise problem for other groups using the facilities at the same time. No brass or winds are involved.

This proposal is scheduled to come before City Council Sept. 13. We would ask that commitment of this space be withheld at least until then.

Yours sincerely,

Barbara J. Fear,
Executive Director.

① No duplication of high schools don't offer
② No teachers in the city



City of Mississauga

MEMORANDUM

To Messrs. Ian Scott and Lyle Love
Dept. Recreation and Parks

From David J. Culham
Dept. Acting Mayor

August 24, 1976

Dear Sirs:

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A handwritten signature in cursive script, appearing to read "Culham".

DJC:sn
Encl.

David J. Culham
Acting Mayor

c.c. / Councillor H. Wolf

August 24, 1976.

Mrs. Barbara J. Fear,
Executive Director
Mississauga Symphonic Association
161 Lakeshore Rd. West
Mississauga, Ontario

Dear Mrs. Fear:

Re: Use of Clarke Hall for String Institute

I am replying to you as Acting Mayor during the Mayor's absence on a holiday. I think Mr. Wolf's suggestion is a good one and certainly as the Ward Councillor his views should carry considerable weight. I will be checking with Mr. Scott and Mr. Lyle Love of the Recreation and Parks Department to reserve this space until September 13th unless a legal commitment has already been given.

I was unaware that there was any commercial activity moving into the Hall and understandably have been remote from specifics on this building. I would be prepared to support this at Council on September 13th.

Yours truly,

DJC:33

David J. Culham
Acting Mayor

c.c. Councillor H. Wolf



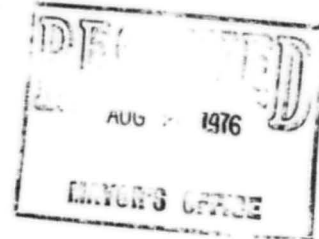
MISSISSAUGA SYMPHONIC ASSOCIATION

~~7700 KENNEDY DRIVE, BOX 1000, MISSISSAUGA, ONTARIO L5B 1M6~~

161 Lakeshore Rd. West

274-1571

August 19, 1976



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Booking and Site Co-ordinator,
Recreation and Parks Dept.,
55 City Centre Drive,
Mississauga, Ont.

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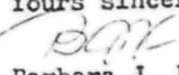
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This would not create a noise problem for other groups using the facilities at the same time. No brass or winds are involved.

This proposal is scheduled to come before City Council Sept. 13. We would ask that commitment of this space be withheld at least until then.

Yours sincerely,


Barbara J. Fear,
Executive Director.

Copies of this letter to:

Mayor Martin Dobkin,

Councillor Hubert Wolfe



City of Mississauga

MEMORANDUM

K-16
✓

To MAYOR AND MEMBERS OF COUNCIL

From Mr. D. A. R. Ogilvie,

Dept. _____

Dept. Commissioner of Finance.

RECEIVED

REGISTRY NO. 8737

DATE SEP 9 1976

FILE NO. 20-76

CLERK'S DEPARTMENT

September 9th, 1976

File: F3124

SUBJECT: Property Tax Reform

COMMENTS:

Council has instructed the Chairman and Vice-Chairman of the Administration and Finance Committee and staff to prepare a brief to the Blair Commission. The brief was to be presented to Council for approval on September 13th and submitted to the Commission hearing on September 16th. In addition, the brief prepared by the Region of Peel has been referred to the Area Municipalities for comment.

I have now been informed by the Ministry of Treasury, Economics and Intergovernmental Affairs that preliminary market value assessment data will be available to the municipalities in the Region of Peel on or about September 18th. As this data would enable the preparation of a more comprehensive brief, I would recommend that preparation of the brief be deferred pending receipt of the assessment data.

RECOMMENDATIONS: (1) That the preparation of the brief be deferred until the preliminary market value assessment data has been received from T.E.I.G.A.

(2) That the City request the Blair Commission to defer the date for the hearing of the City's brief until late October in order for the City to take advantage of the more specific information.

TO BE RECEIVED.
RESOLUTION AVAILABLE.

SHT/hh

D. A. R. Ogilvie
D. A. R. Ogilvie
Commissioner of Finance.



City of Mississauga

MEMORANDUM

FILE REFERENCES: 16 111 76108
11 141 00011

R-17

To The Mayor and Members of From William P. Taylor, P. Eng., Commissioner
the General Committee
Dept. City of Mississauga Engineering, Works and Building

RECEIVED

REGISTRY NO. 8743

DATE SEP 10 1976

FILE NO. 21-76

CLERK'S DEPARTMENT

September 8, 1976

LADIES & GENTLEMEN:

SUBJECT:

Supply and Installation of Traffic Control Signals at
Clarkson Road and Lakeshore Road West.

ORIGIN:

Traffic Section, Engineering, Works & Building Department.

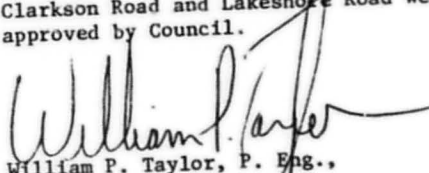
COMMENTS:

Listed below is a summary of tenders received and opened
by a Committee of Council on Tuesday, September 7, 1976.

- | | |
|---------------------------------------|-------------|
| 1. Guild Electric Limited | \$26,942.00 |
| 2. Bennett & Wright (Eastern) Limited | \$27,353.00 |

RECOMMENDATIONS:

- 1) That the report dated September 8, 1976 from the Commissioner of Engineering, Works and Building, regarding the tenders for the supply and installation of traffic control signals at Clarkson Road and Lakeshore Road West (P.N. 76108) be received.
- 2) That the contract for the supply and installation of traffic control signals at Clarkson Road and Lakeshore Road West be awarded to Guild Electric Limited, the lowest bidder, at the tendered price of \$26,942.00, subject to the approval of the Ministry of Transportation and Communications and the Region of Peel.
- 3) That the by-law to authorize execution of the contract for the supply and installation of traffic control signals at Clarkson Road and Lakeshore Road West (P.N. 76108) be approved by Council.


William P. Taylor, P. Eng.,
Commissioner,
Engineering, Works and Building Department

DTU:mj

Att.

TO BE RECEIVED.
BY-LAW AVAILABLE.



City of Mississauga
MEMORANDUM

R-18
✓

To COUNCIL

From Robert K. Johnston

Dept. _____

Dept. Assistant Property Agent

September 10, 1976

LADIES & GENTLEMEN:

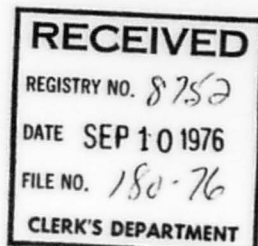
SUBJECT:

Cawthra Creek Diversion and
625 Atwater Avenue
Parts 150, 151, 152, 153, and 154 Plan B-19
Pts. 37, 38, and 39 Plan 43R-3627
File: PN 76-054

ORIGIN:

Engineering Department Project
PN 76-054

COMMENTS:



Enclosed herewith is grant of easement in duplicate dated September 10, 1976, signed by Father Kelly Walker, Pastor of the Parish of St. Dominic, and Father Dennis Horgan, Bursar of the Dominican Order, whereby storm sewer easements are conveyed to the City over Parts 37, 38, and 39 Plan 43R-3627. The terms and conditions under which these easements are conveyed were approved by General Committee at its meeting of July 2, 1976, Item No. 14, Recommendation 987, and by Council at its meeting of July 12, 1976. The grant has been approved as to form by the City Legal Department.

RECOMMENDATION:

That the grant of easement dated September 10, 1976, L'Ordre Des Dominicains Ou Freres Prechure Au Canada to the City for storm sewer easements over Parts 37, 38, and 39, Deposited Plan 43R-3627 be accepted and executed by the City and that both copies of the grant be returned to the City Property Agent together with two certified copies of the authorizing by-law.

✓ TO BE RECEIVED.
BY-LAW AVAILABLE.

RKJ/cms
Enclosures

Yours very truly,

R. K. Johnston,
Assistant Property Agent

540-76



City of Mississauga

MEMORANDUM

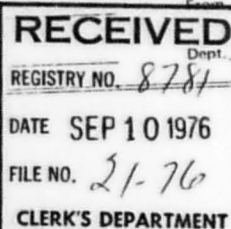
K-17
✓

To Mayor & Members of Council

Dept. _____

From Purchasing and Supply

Treasury



September 9th, 1976

SUBJECT:

Supply and Delivery of Ethylene Glycol Anti-Freeze
Tender T-P&S -5- 1976

ORIGIN:

Purchasing and Supply - Annual City Requirements

COMMENTS:

Attached is a summary of the Tenders which were received and opened at the Public Tender Opening of September 7th, 1976.

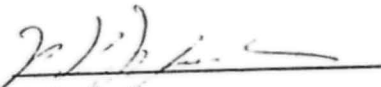
It is recommended that the Tender be awarded to Stanchem as being low tenderer. Under Alternative III, the Region of Peel is responsible for 340 gals. or \$1,299.19, the City's portion is 2,549 gals. or \$9,490.26.

RECOMMENDATION:

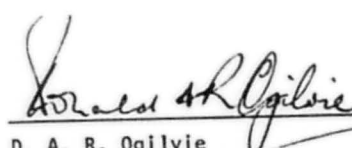
That Tender T-P&S -5- 1976 for the Supply and Delivery of Ethylene Glycol Anti-Freeze be awarded to Stanchem as being the lowest Tender received.

Total Cost to the City - \$9,490.26

TO BE RECEIVED.
RESOLUTION AVAILABLE.


W. H. Munden
City Treasurer

Funds approved by:


D. A. R. Ogilvie
Commissioner of Finance

RDH:yc
c.c. Finance
W. R. King

TENDER SUMMARY T-P&S -5- 1976

FOR THE SUPPLY & DELIVERY OF ETHYLENE GLYCOL ANTI-FREEZE

<u>Tenderers</u>	<u>Alternative I 2,549 Gals.</u>	<u>Alternative II 340 Gals.</u>	<u>Alternative III 2,889 Gals.</u>
Stanchem	No Quote	No Quote	\$ 10,789.45
After Market Sales Ltd.	\$ 10,973.71	\$ 1,489.00	\$ 12,463.15
Warren Packaging Ltd.	\$ 10,011.46	\$ 1,366.82	\$ 11,378.27
Lewis Automotive c/o Ed Lewis Sales & Service	\$ 10,978.41-Mfg. by Union Carbide \$ 10,428.00-Sub.	\$ 1,502.92 \$ 1,399.56	\$ 12,481.29 \$ 11,827.56
Shell Canada Limited	No Quote	No Quote	\$ 16,490.41
TBG Warehousing Limited	No Quote	No Quote	No Quote
Highway Automotive Supply Co.	\$ 10,863.81	\$ 1,471.25	\$ 12,335.06
Fincham Bros Automotive Supply Ltd.	Tendered on 45 Gal. Drums <u>ONLY</u> - City and Region Requires Qts. and Gallon containers also. (Price submitted is approx. Only)		
Texaco Canada Limited	\$ 12,598.34	\$ 1,782.62	\$ 14,380.96
Imperial Oil Limited	No Quote	No Quote	\$ 13,119.82
Gulf Oil Canada Limited	No Quote	No Quote	No Quote
	City of Mississauga Requirements	Region of Peel Requirements	City of Mississauga and Region of Peel Requirements



City of Mississauga

MEMORANDUM

K-20
✓

To Mayor and Members of Council From Councillor David Culham
Dept. _____ Dept. _____

September 10, 1976

Re: Erindale Woodlands
Block M, Plan 550 and Block L, Plan 597
Dell Holdings

I would recommend that Council direct our Solicitor to prepare an Agreement of Purchase and Sale for \$2,000,000.00 with Dell Holdings. Further the City should establish a separate reserve account for the full amount and negotiate the payment in 4 or 5 yearly allotments.

Background:

- (1) This property was the subject of a ratepayers' brief which I prepared and presented to the Council in 1973.
- (2) This property and adjacent properties were subject to negotiation and down zoning in 1974.
- (3) In December 1974 Council agreed to purchase this land through the Conservation Authority.
- (4) In 1975, a Regional Planning Report suggested Provincial purchase as part of the Parkway Belt.
- (5) In the Spring of 1976, Council reconfirmed their intent to purchase and placed \$1.9 Million in the budget.
- (6) Since 1973, numerous meetings have been held by myself, Mr. Elias, the Owner and the ratepayers' representatives. Mr. Elias has agreed, since 1975, that the block should be a park despite its high density zoning.
- (7) Mr. Elias is impatient for Council to either buy or he will exercise his zoning.

K-20
✓

id Culham

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Mayor and Members
of Council

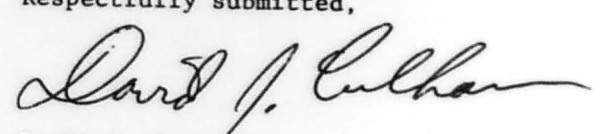
- 2 -

September 10, 1976

- (8) Our property staff indicate a total value of \$2.7 Million. The valley and slopes (flood plain) are rated at a nominal value of \$5,000.00 per acre. Mr. Elias gave me his understanding of \$2 Million in the spring of 1976 and has reconfirmed this to staff recently.
- (9) This land is not only an important wood lot recommended by the Conservation Authority and the Environmental Advisory Board, but it also plays a strategic role in the creation of a linear forest and park within the Mississauga Forest concept.

I would ask all members to support this recommendation to purchase the property.

Respectfully submitted,


David J. Culham.

DJC/lh

641 Sedwyn Dr.
Mississauga Ont
Sept 13, 1976

P-3 ✓

Mr Mayor
& Members of Council,

Please find attached a
petition regarding the
necessity to have stop
signs put on Sedwyn Drive.

Yours Truly
Joan Barker

Joan Barker

To: Councillor Harold Kennedy, 1 City Centre Drive, Mississauga, Ont.

Recognizing the potential increase in traffic volume when the Queensway is opened to Cawthra, we the undersigned petition the Council to erect all way stops on Tedwyn Drive and Chantenay (east leg) and Tedwyn Drive and Delkus Crescent (west leg).

IN SUPPORT OF PETITION

Jean Barker
Don Barker
Mary Lannely
Jean Lannely
Marlene Lannely
Maureen Lannely
Paul Maudsley
Debbie Maudsley
Bonnie Maudsley
Lorrie Maudsley
Anne Macmillan
John Macmillan
H. G. T. Somers. 651.
Valerie Somers (651)
Betty Turgat (657)
Ann
Glen Heard
Thelma Heard

OPPOSED TO PETITION

~~John T. Somers~~
~~John T. Somers~~

✓
P-3

To: Councillor Harold Kennedy, 1 City Centre Drive, Mississauga, Ont.

Recognizing the potential increase in traffic volume when the Queensway is opened to Cawthra, we the undersigned petition the Council to erect all way stops on Tedwyn Drive and Chantenay (east leg) and Tedwyn Drive and Bellus Crescent (west leg).

IN SUPPORT OF PETITION

L.R. Saylor
William Saylor
Jim Saylor
R. Stoddart
H. Stoddart
Stuart Stoddart
L.R. Marini
E.L. Chisholm
M. Marini
Tom Marini
Mrs M. Marini
S. Pearson
S. M. Sadgen
Dave Pearson
John M. Sadgen
A. Raposo
Emeralda Ostler
Mr. Guenther

OPPOSED TO PETITION

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Council to erect all way stops on Tedwyn Drive and Chantenay (east leg)
and Tedwyn Drive and Bellus Crescent (west leg).

IN SUPPORT OF PETITION

Michelle Zucchi
Mario Solero
Robert Fekken
Barb Fekken
Bon Harris
Josephine Trauzzi
Laurie Dulock
Dennis B. B. B.
H. A. Co
Ray. Foguen
D. E. B. B.
Valerie F. B. B.
D. B. B.
Mr. Kelly
Mario Thacker
Diane Quiggle
A. Quiggle
J. B. B.
L. B. B.

OPPOSED TO PETITION

To: Councillor Harold Kennedy, 1 City Centre Drive, Mississauga, Ont.

Recognizing the potential increase in traffic volume when the Queensway is opened to Cawthra, we the undersigned petition the Council to erect all way stops on Tedwyn Drive and Chantenay (east leg) and Tedwyn Drive and Delkus Crescent (west leg).

IN SUPPORT OF PETITION

Tom Taylor
Dale M.

R. Fung

S. De Roche

M. De Roche

M. Prete.

S. King

A. Paul

D. M. Lachlan

A. Mook

S. Moore

Delhu Madrick

~~W. H. T.~~

G. Elderson

Mrs. Ferrie

Mr. Ferrie

OPPOSED TO PETITION

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Queensway is opened to Cawthra, we the undersigned petition the
Council to erect all way stops on Tedwyn Drive and Chantenay (east leg)
and Tedwyn Drive and Bellus Crescent (west leg).

IN SUPPORT OF PETITION

John & Dorothy Davis
Eric & Ruth Poiré
Pat & Ingrid
Jim Watson
R. Murdoch
D. Moll
H. Moll
Laurie Keller
Dorothy Boulenger
Garry Buchanan
P. Donnelly
M. Hogan
S. Rajpal
L. Bayliss
Helmi Matti
L. Faraone
W. Pire

OPPOSED TO PETITION

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Council to erect all way stops on Tedwyn Drive and Chantenay (east leg)
and Tedwyn Drive and Delkus Crescent (west leg).

IN SUPPORT OF PETITION

Anis Bani la.

Bill K...

F. Potell.

Mr. Smith

[Signature]

Q. Verblout.

E. Krajewski

? Krajewski

Pat Krajewski

OP Mizer

John L...

Ken L...

Mary Sahaydak

Ruth Martens.

m. Barker

Crest Roman

Lesia Romanish

Robert Jacobs

OPPOSED TO PETITION

To: Councillor Harold Kennedy, 1 City Centre Drive, Mississauga, Ont.

Recognizing the potential increase in traffic volume when the Queensway is opened to Cawthra, we the undersigned petition the Council to erect all way stops on Tedwyn Drive and Chantenay (east leg) and Tedwyn Drive and Belknap Crescent (west leg).

IN SUPPORT OF PETITION

Rita Harris
Karl Harris
Mary Gervais
Len Gervais
Gale Abbott
A. Commey
June Jones
S. Ogley
Margaret Kemper
Alfonso O. Kemper
J. Koszuba
Concetta O'Sullivan
House
H. Mann
S. Davis
Giuseppe Zenga
Mario Zenga
Giustina Zenga
Tony Zenga

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IN SUPPORT OF PETITION

I. Kimes.
J. Harvot
Audrey Tomsett
Sabara Coates
Mr + Mrs. A. Hassall
Gino Caruso
J. Gryzwacz
J. Gryzwacz
N. Oleksiuk
J. Hural
G. Co. L.
Pat Bandurka.
M. Bandurka
H. Borlson.
J. Kobayashi.
M. Mazanek
H. Majors. Ishi

OPPOSED TO PETITION